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THE

37

RAILWAY CONDUCTOR.

VOLUME VII.

1890.

CEDAR RAPIDS, IOWA.

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NO. 1.

GOOD-BYE, OLD YEAR.

Good-bye, Old Year; the embers will soon cease to burn.
 Thy race is run, 'tis silence now, and quietly we turn
 The leaf of time, with many a pang that you must go.
 A kiss for every blessing, a tear for every woe.



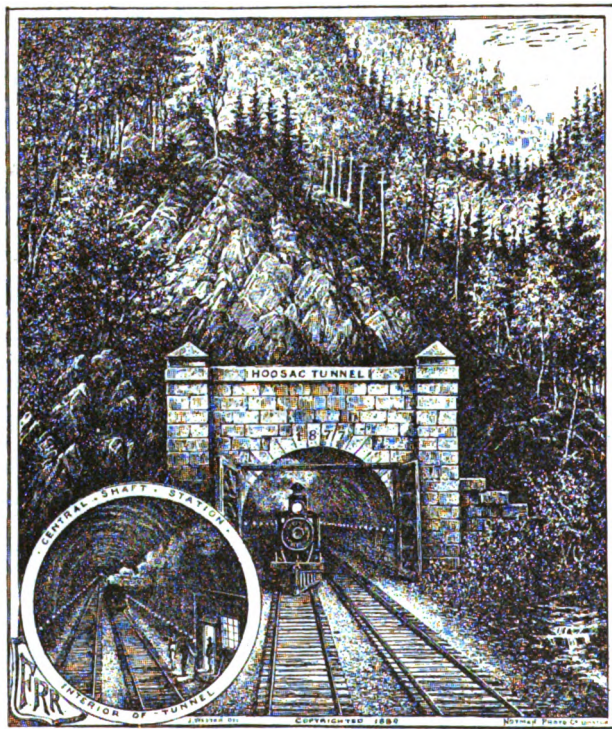
Good morning, Eighteen Ninety, you say,
 "Happy New Year,"

The angel points to the flight of time with
 rapturous cheer;

Ring in ye welcome songsters, the love of all mankind,
 May the hand and heart with kindly love, be ever entwined.

THE HOLE IN THE HILL.

First projected	- - - -	1825	is three hundred and eighteen feet to the
Commenced	- - - -	1851	outlet at the top, while twelve thousand
Cut through	- -	November 27th, 1873	two hundred and forty-four feet from the
First train of cars thro'	-	February 9th, 1875	west end, or not quite midway through the
First regular trains	-	Autumn, 1876	bore, is the central shaft, measuring fifteen
Original estimate of cost	-	\$1,948,557.00	by twenty-seven feet, and being one thou-
Actual cost	- - -	\$20,241,842.31	sand and twenty-eight feet from the bed of
Total length of tunnel	-	4¾ miles	the Tunnel to the summit of the mountain.
Width of tunnel	- - -	26 feet	It will thus be seen that ample provision



Bricks used in arching	-	20,000,000	has been made for complete ventilation,
Average thickness of arch	-	2 feet	and that with such agencies as these for

The arch of the Hoosac Tunnel is twenty-six feet wide, and from twenty-two to twenty-six feet high. At both the east and west entrances of the Tunnel are elegant granite facades, the superior workmanship of which attests the thorough and substantial character of the entire structure. Twenty-five hundred feet from the west end of the Tunnel is the west shaft, which

must at all times be in a state of comparative cleanliness, and free from the many annoying characteristics common to other tunnels. The Tunnel is now lighted with 1,250 electric lights and is a beautiful sight looking from the last car while passing through.

NEEDLE MOUNTAINS—ANIMAS CANON.

Animas Canon has characteristics peculiarly its own. The railroad does not follow the bed of the stream, but clings to the cliffs midway of their height, and a glance from the car window gives one the impression of a view from a balloon. Be-

toss a stone across and send it bounding down the side of the opposing rock wall until it falls into the waters of the river coursing through the abyss below. Emerging from this wonderful chasm, the bed of the gorge rises until the roadway is but a



low, a thousand feet, are the waters of the river, in places white with foam, in quiet coves, green as ocean's depths. Above, five hundred feet, climb the combing cliffs, to which cling pines and hemlocks. The canon here is a mere fissure in the mountain's heart, so narrow that one can easily

few feet above the stream. The close, confining and towering walls of rock are replaced by mountains of supreme height. The Needles, which are among the most peculiar and striking in the Rockies, thrust their sharp and splintered peaks into the regions of eternal frost.

"A LITTLE CHILD SHALL LEAD THEM."

"Get up there, Dandy," and with a few curses that would bring the flush of shame to the cheek of any man less depraved, Philip Griswold gave the poor beast, whose frame was covered with skin and hair only—for flesh had been a stranger to the beast for many a year,—a dozen lashes on the back and sides. He tried to get the old family horse into a trot; but New Years was the same as all other days to this jaded animal, who was even more humane than his drunken master.

And so the old one-horse sled and its occupant grated along, over the bare and icy ground, for a few moments, and then horse and sled plunged into some huge snow-drift, and weary was the New Year's ride of farmer Griswold, as he returned from the city, where he had been "to purchase something for dinner," as he stated when leaving home in the morning. But, as a matter of fact, the real purpose had been to fill himself up to the brim with "tanglefoot," which had been found not at the butchers, neither the grocers, but at a little house painted red, with a sign that was nailed across the sidewalk, and painted thereon, not by an artist, but by one whose views of artistic beauty depended on the size of the letter that every passer-by could read: "Last Chance," kept by Samuel Jenkins. And right well was it named, for it had been the "last chance" that many a poor fellow had had in this life, in the twenty-five years that Samuel Jenkins had doled out his poisonous fluid at ten cents a glass.

More than one poor individual had been rudely driven from his door in the "wee sma' " hours of morning, and before he could gain entrance to some other fireside, the blinding snow and piercing cold, coming in contact with the maddening, deadly poison, had finished the journey of life, and the next evening's paper had contained the customary news item: "One more

unfortunate gone to his death." Did any of our readers ever find such an item in the papers, or is it the imagination of the writer? Would that this were the truth! that it were all imagination! How many, many homes would have been so much happier; how many less throbbings of hearts, and dreary abodes, where even death would seem a welcome guest, instead of the drunken father that entered the door.

Go back with us twenty years before the commencement of our story, and we will take you to the home of Philip Griswold. Not the same farmer Griswold of to-day; but the rich farmer that lived just outside the city limits—whose home was the envy of every one around, because the soil was rich, the pastures large and fair, the crops always the best in the neighborhood, the choicest grades of stock, so fat and sleek that they were the envy of every neighbor for miles around; whose horses were the pride of this prosperous young farmer, with every earthly comfort at his command and no mean account at one of the city banks, where he deposited the proceeds of a well spent life. Generous to all and a friend to the unfortunate, what else could come to make the days of Philip Griswold more prosperous and happy? But yes, there was something else. Inside the cozy farm house sits the noble woman, whom he had promised to love and protect. And gaily is she singing one of those pretty songs she had learned in her childhood days, when happiness seemed supreme, but even enhanced to-day by the love of a faithful, loving husband. Living on and alone together, gliding down the stream of life where the waters were placid and clear; and the sun's bright rays that shone so beautifully across the surface, with never a wave or a billow to mar the picture. This was the counterpart to the home of Philip Griswold at the pres-

ent time. But "time works changes." Yes, this is too true. With the help of some other agent, that, for the present, has no bearing on our lives.

And thus they lived on in this quiet beautiful home for a number of years, and one New Year's morning there came to their fireside the prettiest present of their lives, a little wee bit of a girl baby. "Santa Claus" had been so busy when Christmas came, with his dolls and sleds and candies for every body's children that he had neglected these good people. But He who gives everything to those who are of His people, had not forgotten them when New Years came; and this little stranger was given a royal welcome. And like the oft told fable, they rejoiced at the happiness of the smallest of God's creatures.

"We ants never borrow, we ants never lend," and happy were they both in this new found treasure. And a few more years of happiness, and prosperity, and love go gliding by, and then a change. O, what a change. Would you like to read the story of the next few years? A history that drove away all the bloom of youth and joy of life; nothing on earth left. Fame and fortune, and pride, and home, all departed. Nothing on earth left but a few living coals of that love that never dies; a woman's only treasure.

But we will pass it all by, for the picture would be too natural, and the painting would have no cheering colors therein that would be anything but sad and unpleasant. So we will go back to the commencement of our story, as old Griswold was heaping malicious invectives upon poor old Dandy, as he waded through the snow and drifts, and pulled the sled along the bare and frozen road that New Year's morning.

Only one mile more to go. This is not far to drive, but O, how bitterly cold it is, and the storm is growing worse. The drifts are piling higher and higher and Dandy is growing weaker and weaker at every step. But the cruel lash has ceased

its cutting and the horrid oaths have at last ceased flowing, for the driver has almost fallen asleep, and rolled off the seat to the bottom of the sled, and lays there unknown and unknowing, as if it were the sleep that knows no waking. But old Dandy, poor and feeble, bruised and lame was true to his trust, and a little later on this precious load of inanimate, (to-day) worthless humanity was conveyed to the rear door of what was once the comfortable home of him who lay in the bottom of the sled. Not a friend on earth but the poor heart-broken wife and loving daughter, just ten years old, who came out to bring in their "New Year's gift."

They carried him in and laid him down by the stove; warmed and nursed, and brought to life the remains of a once proud and happy husband and father. Not dead, O, no! but benumbed by the frost and cold of a terrible winter day, and only the wreck of God's humanity and wisdom. So the remainder of the day was spent by the wife and little daughter on her birthday, in bringing back to life that which, seemingly, was of little worth, even to them, not forgetting good, honest old Dandy, who was made as comfortable as possible in the remains of the once elegant apartments of the stable.

As the night shades gathered around this dreary, lonely habitation, a little reason came back to the mind of Philip Griswold, and with little to eat and that little coarse and simple, they sat down to the table to eat their "New Year's dinner." After they had finished he drew his rickety chair close to the dilapidated stove, and what passed through his mind during the next two hours was known only to God and himself.

Not a foot of land did he own. The little stock that was, the house and everything therein, but his wife and daughter, had passed out of his hands; he had taken the "last chance," and everything that he once had that made life pleasant and home a paradise—his once proud position

in society, his good name, and lastly his manhood—had been made over to the owner who had kicked him out of his rum-hole that New Year's morning—"Samuel Jenkins."

For two long hours he sat and meditated, when finally the power of reason and judgment seemed once again to enter his mind, and the poor outcast in his own sight, burst out in bitter, scalding tears, that told, too plainly to be mistaken, the suffering that he endured.

But once again "a child shall lead them," and the little one that came as a New Year's present just ten years before, climbed up in his lap and putting her little arms around his neck, in a sweet and plaintive voice said: "Papa, will you promise me one thing for a New Year's present one year from to-day, if I will be your own, dear good girl; we are, O! how poor, but it will only cost a little trifle, and it will make me, O! so glad, and mamma, dearest mamma, will then be just as happy as she used to be?"

And she twined her little arms around his neck and imprinted one warm kiss, not upon the cheek that God had given him, but one the demon of darkness had disfigured. He gave the little girl the promise she had sought, that, ere another year rolled round he would be the same kind and loving father that he had once been. And to seal the promise, he gathered what once was a noble wife and mother, made sorrowful and wretched by his conduct, within his arms and gave her the same promise he had made to his little child.

Five years have passed since then. Once more the old year has gone out and the new is ringing in at the happy home of Philip Griswold. Samuel Jenkins is dead and the coroner's verdict was in the morning paper of the last day of the old year and read: "Died by his own hands." But the old house at Farmer Griswold's has been refurnished and repainted, the farm has once more put on its old accustomed dress of thrift and enterprise.

Some good friend had chanced to give help when it was needed, and he had purchased it of Mr. Jenkins to be paid back as Mr. Griswold could do so. It has all been paid. Even old Dandy is as sleek and fat as he was before the tempter had robbed his master and himself of all the good things of earth. Even Philip Griswold is a man once again.

There are many scars that once were burning deep into the heart of wife and daughter and himself, but to-night they are all healed over. The promise has been kept and never will be broken. God has been very kind.

And on this happy New Year's eve, with a few dear friends, they are gathered around the open grate in the cozy parlor, when Mary, now a young lady grown, brings in her New Year's gift, and going to her mother gives her one loving kiss and holds before her a beautiful portrait of a little girl that looked just as she did only a few years ago, and on one side the words so plainly written, "A little child shall lead them."

This, kind reader, is no fancy sketch, neither the rapid flight of one's vain and unhealthy imagination; on the other hand the circumstances as they are noted, are all the realities that we have seen. And it is possible that there is one who is living to-day, who will, after reading this story, live over again in memory, those childhood days that were to her, so unhappy, but brightened anew by the happiness that beamed on the young life, and was transferred in all its splendor and beauty to the father and mother; to the one who lived to atone for all the misery he had brought upon the innocent. To the other who had gathered in the blessing of a happy home and a husband's love, returning love as none save a noble woman can ever do. A home sanctified and made noble by the faithfulness and goodness of home's greatest treasure, a loving trusting, child. The world is full of just such histories. They are made up of pain, and want, and woe, crowded full of desolation and despair.

Some times the light never breaks and the storm never ceases. But once in a while a crown of glory beams resplendent on the overcast sky of vanished hopes and deadened impulses. As the conqueror of a blighted life appears in the love that is awakened through the medium of some one to whom is given the precious duty that no other can perform. And often in this life when it would appear that everything else had failed, when the pathway has grown full of weeds and thorns, and darkness covers the earth, seemingly forever, the kind Father above sends one little ministering angel the power that he possesses, and "A little child doth lead them." E. H. B.

A LOVE LETTER.

He hurried up to the office as soon as he entered the hotel, says the *Detroit Free Press*, and without waiting to register inquired eagerly:

"Any letter for me?"

The clerk sorted out a package with the negligent attention that comes of practice, then flipped one—a very small one—on the counter.

The traveling man took it with a curious smile that twisted his pleasant looking face into a mask of expectancy.

He smiled as he read it. Then, oblivious to other travelers who jostled him, he laid it gently against his lips and actually kissed it.

A loud guffaw startled him.

"Now, look here, old fellow," said a loud voice, "that won't do, you know. Too spoony for anything. Confess, now; your wife didn't write that letter."

"No, she didn't," said the traveling man, with an amazed look, as if he would like to change the subject. "That letter is from my best girl."

The admission was so unexpected that the trio of friends who had caught him said no more until they had eaten a good dinner and were seated together in a chum's room.

"It's no use; you've got to read it to us, Dick," said one of them; "we want to know all about your best girl."

"So you shall," said Dick with great coolness; "I will give you the letter and you can read it yourselves. There it is;" and he laid it on the table.

"I guess not," said one who had been the loudest to demand it. "We like to

chaff a little, but we hope we are gentlemen. The young lady would hardly care to have the letter read by this crowd," and he looked reproachfully at his friend.

"But I insist upon it," was the answer. "There is nothing to be ashamed of—except the spelling: that's a little shaky, I'll admit; but she won't care in the least. Read it, Hardy, and judge for yourself."

Thus urged, Hardy took up the letter, shamefacedly enough, and read it. There were only a few words. First he laughed, then swallowed suspiciously, and as he finished it, threw it upon the table again, and rubbed the back of his hand across his eyes, as if troubled with dimness of vision.

"Pshaw!" he said, "if I had a love letter like that—" and then was silent.

"Fair play!" cried one of the others, with an uneasy laugh.

"I'll read it to you, boys," said their friend, seeing they had made no move to take it, "and I think you'll agree with me that it's a model love letter."

And this was what he read:

"Mi oween dear PaPa

I sa mi PRairs every nite and
Wen I kis yure Pictshure I ASK god to
bless you GOOD bi PaPa yure best gurl

DOLLY."

For a moment or two the company remained silent, while the little letter was passed from hand to hand, and you would have said that each and every one had had hay-fever, by the snuffing that was heard. Then Hardy jumped to his feet.

"Three cheers for Dolly, and three cheers for Dick's best girl!"

They were given with a will.



A MERCHANT'S STORY.

A TRUE STORY.

Happening a few days ago into the office of one of our leading merchants, I was kindly greeted and the gentlemen present continued their conversation; it was anent their flight of bank defaulters to Canada, and the probability of the extradition law being so settled as to cause the delivery of the delinquents to the United States. Many remarks were made on the subject, most of them condemnatory of the unfortunate exiles. The owner of the office did not say a word, he was seemingly an impassive listener. The conversation was about to take a turn when Mr. Chester (such I shall call the merchant) said, "I have heard with attention all you had to say about defaulters, did it ever occur to any of you to examine into the cause of the defalcations. I would be the last man in the world who would attempt to defend the wrongdoing of any man, if a man was led into breaking the trust reposed in him either to furnish himself with means to indulge in a life of sin or dissipation, or to gamble with on change in the vain hope of acquiring a speedy fortune; that man deserves to be held up to public odium, and to be punished to the full extent the law permits. But there are cases in which I think there are palliating circumstances, and which I deem should invoke commiseration. If you will listen to me I shall tell you a case at point.

Some years ago I knew a young man who occupied the position of cashier in a bank in England, he was married and had

three young daughters, his wife was in consumption, and daily expected an increase to her family. I need not tell you that the pay of bank clerks in England is very small, all this man had to live on was about \$750 a year. Paying doctors' bills and providing wine and delicacies for a delicate wife, left him at all times in a chronic state of impecuniosity. This was in the year 1854. Towards the end of the month of August the bank clerk found himself without a penny to purchase necessities for his house. He knew that in a few days pay-day would come round, he had plenty of money in his charge, he thought it would be no sin to borrow ten pounds from the bank for a few days. He took the money, and replaced the cart-ridge sovereigns he had taken with one of farthings.

He went home on his way, buying a chicken and some wine for his wife, the doctor had that morning said that it was absolutely necessary that she should have such nourishment. The next day he was at his place in the bank, when a messenger came in and told him that his wife was very sick, and that the doctor had sent for him. The manager of the bank, when told the circumstances, at once granted the clerk permission to go home. He ran through the streets and arriving at his home, ran up stairs two steps at a time, went into his wife's room—and there what a sight met his eyes—there lay the woman he loved with all his heart and soul, and

by her side also dead, lay his babe that he had never seen. He threw himself on the dead body—he knew nothing more for six weeks, when consciousness again asserted itself his wife's grave was green, and he was a prisoner for defrauding the bank. The clerk who had replaced him had opened the deceptive cartridge coin, and informed the bank authorities of what he had discovered. The president of the bank and several of the trustees were old friends of the clerk's father, and through their influence the matter was hushed up, but his character in England was gone, he had to seek a new home in America. Do you think gentleman that man was guilty of a crime? Do you think he was a criminal to be ostracised by society? Do you think him a man unworthy to shake the hand of an honest man? If you do gentlemen you will never grasp my hand in friendship—for I am that man—*Lapakia*, in *The Appeal*.

Tubal Cain's Doll.

The finding of a pumice-stone doll in a bed of gravel 320 feet below the surface of the ground at Nampa, Idaho, on the Oregon Short Line railroad, has set the archæological experts of the country, and of the world, for that matter, all agog.

It appears that Mr. M. A. Kurtz, a citizen of Nampa, was engaged in boring an artesian well in that village. Nampa is located about twenty miles from Boise city, and is between the Boise and Snake rivers. The region thereabouts is covered by extensive lava deposits of the post-tertiary or quarternary date. The driller, on beginning the well, bored first through sixty feet of soil. Next he drilled through fifteen feet of lava rock. Below this he found one hundred feet of quicksand, then six inches of clay, then forty feet of quicksand, then six feet of clay, then thirty feet of quicksand, then twelve feet of clay, then clay balls mixed with sand and then coarse sand. While working through the coarse sand,

the image was brought up by the sand pump.

Mr. Kurtz was standing by the well at the time. He was very much interested in the work, and when the valve of the pump was opened, held his hand where the contents would pour over it. As the water and sand poured out, something, which Mr. Kurtz supposed was a petrified twig, caught his fingers. He took it to a barrel and washed it, and found instead a well proportioned red doll.

In regard to the age of the stratum where it was found, Mr. S. F. Emmons, of the United States Geological Survey, expressed it as his opinion that the beds from which the image is supposed to have been derived are, probably, of far greater antiquity than any deposits in which human implements have heretofore been discovered.

Of the image as a work of art, Prof. Wright, of Oberlin, says:

"The high degree of art displayed in the image is noteworthy. It is not the work of a boy or of a novice. The proportions are perfect, and there is a pose of the body that is remarkable, and which differentiates it from anything that has been found among the relics of the mound-builders. Altogether it supports the hypothesis of Prof. Putman, advanced some years ago, that civilization advanced on the Pacific coast long in advance of that which has anywhere else been discovered. And it is by no means impossible that we have here some relic of those catastrophes by floods which are so universal in the traditions of all nations. It is by no means impossible that we have in this Nampa image one of the playthings of the near relatives of Tubal Cain, and see in it a veritable antediluvian relic."

Wherein He Failed.

"Elijah, dear, will you dress Willie this morning? I'm in such a hurry, and it won't take you but a minute or two."

"Certainly," replied Mr. Bixby, cheer-

fully. "I'd just as soon dress the little chap as not. Here, my little man, come and let papa dress you. I'll have you as neat as a pin in a jiffy."

Willie, aged 4, comes reluctantly from his playthings, and Bixby begins:

"Now, let's off with your mighty gown and—keep still, dear, or I can't unbutton it. There, now, we'll—sit still, child! What makes you squirm about like an eel? Where's your little shirt? Ah, here it is, and—sit still! Put up your arm—no, the other one, and—can't you keep still half a second? Put up your other arm and stop hauling and pulling so! Now, let's—come here, boy! What under heaven do you mean by racing off like that with nothing on but your shirt? Now you come here and let me put the rest of your duds on. Stand still, I say! Put your leg in here! Not that leg! There you go squirming around like an angleworm. Now, if you don't keep still, young man, I'll—stop pulling at that chin, and—here Mary Ellen, you'll have to dress this wriggling animal yourself. I couldn't do it in ten years. Go to your mother, sir!"—*Time*.

The Vice of the Age.

In some ways we may be wiser than our ancestors; but they had the better of us in one thing—they did not give way to hurry. An insane haste has broken out in every department of life. The sense of the shortness of life has come upon men suddenly; yet, instead of moderating their desires in accordance with the conditions of our ephemeral existence, they persist in striving to cram into our life far more than it will hold. Art, literature, architecture, are all being ruined by hurry. How many men who were meant to be great have become woeful daubers! The artist cannot be content with a house nowadays—only a palace will suffice him; and, to keep up his palace he must hurry. His name once made, he can be sure of receiving customers from one end of the civilized world to the other. He turns out ~~daub~~ after

daub; his technique becomes abominable; his old skill vanishes; but his name remains—and the name enables him to keep up his palace. Literature fares no better. Some of the later efforts of writers who were once splendid craftsmen is mere journey work. We like swift work if the swiftness is employed in setting down ripe thought and wise observation; but there is now to be seen a sort of hurry which is not swift—it is the convulsive struggle of men who have lost their speed. There are writers and writers. If a merely pretty novelist can keep on producing innocent stories which delight innocent folk, we have no right to demand more; but we expect much from a great artist; and we do not often get it now after the artist has once been bitten with the taste of money. In architecture, we have only to look at the rows of gaudily decorated shells, designated as Queen Ann "residences" and "cottages," that may be seen in any suburban town, to realize to what a pass hurry is bringing us. If we could learn the value of wise deliberation, reserving outbursts of swiftness for extraordinary occasions, neither individuals nor communities need break down under a constant strain which is as foolish as it is unnecessary.

He Had Her There.

She was late in motioning to the conductor to stop the car, and was therefore carried half a square beyond the crossing.

"Sir, is this the way you attend to your business?" she demanded as she stood on the step.

"I stopped as soon as you motioned," he replied.

"But you were gazing along the street. You ought to be reported to the manager."

"Yes'm."

"But I will let you go this time."

"Yes'm."

"But let it be a warning to you in the future."

"Yes'm."

"You didn't seem to be much afraid of

being reported," observed a passenger as the car moved on.

"Well, no," replied the conductor, as he softly chuckled down below his Adam's apple. "She's the manager's divorced wife. you know."

Dakota Railroads.

The report of the railroad commissioners for the fiscal year has been placed in the hands of the governor for transmission to the legislature. From it the following items of interest have been gleaned: The total number of miles of new road constructed in the territory is 205.81; the total mileage is 4,515.07, of which 2,006.09 miles is in North Dakota and 2,508.98 in South Dakota.

The annual increase has been as follows:

1885.....	1888.....	547.79
1886.....	230.86	1889.....
1887.....	777.54	205.81

This year's increase is thus made up:

Manitoba.....	155.83
Deadwood Central.....	3.33
South Sioux Falls Rapid Transit company.....	6.00
Watertown and Lake Kampesky....	5.65
Burlington and Missouri River company from Nebraska line.....	35.00

Total.....205.81

The export tonnage is as follows:

Grain.....	874,046
Flour.....	51,267
Provisions.....	16,362
Animals.....	141,976
Other agricultural products.....	92,256

Import tonnage:

Lumber.....	175,597
Coal.....	133,294
Plaster and lime.....	19,480
Salt.....	1,706

Total tons of all kinds carried in Dakota.....2,042,604

The legal expenses of the various roads in Dakota amounted to \$331,090.25; printing and stationery, \$587,043.96; the total expense of all the roads was \$60,469,030.57; the total earnings of all the roads were \$94,578,816.85; the whole dividends of and by all the roads after expenses were

deducted, \$5,994,696.50; the surplus on hand for the year was increased \$1,095,064.68; the property account was increased \$14,459,661.99; the total debt was increased in round numbers, \$24,000,000; the total valuation of all the roads was increased \$65,000,000.

In the equipment division the following facts are given:

Number of locomotives.....	2,844
Number of passenger cars.....	1,224
Number of freight cars.....	63,177
Number of cars of all kinds.....	65,219

Under the head of operating expenses the items of oil and waste amount to \$459,191.17 alone.

As an illustration of the value of stock:

Stocks and bonded indebtedness of the Chicago, Burlington and Northern per mile.....	\$ 2,254.38
Cost to build, per mile.....	2,370.47
Chicago and Northwestern, total stock and bonded indebtedness per mile.....	43,482.43
Cost.....	37,985.46
Total stock and bonded debt of all roads.....	37,828.86
Cost.....	35,921.80

Excess.....\$ 1,907.06

The expenses of the board of commissioners, including printing and stationary, is \$1,928.09. The report in all its features is methodical, accurate and succinctly arranged, and is a work that reflects credit upon the board and the secretary, Hon. J. L. Robinson.

Anybody or Nobody.

Some people have a very ungracious manner, even when they do not mean to be discourteous. They fail to realize that it is a duty to appear kind as well as to feel kind.

A certain young man whose only fault is a lack of courtesy in little things was greeted one day by a young lady of his acquaintance, as he was walking with a friend.

"I have just had a letter from Miss Carrie Dean, and she asked to be remembered to both of you.

"Miss Dean is very kind. Thank you

for the message," said the second young man.

"I shouldn't remember her, if I should see her, but never mind," said the ungracious one. He had lifted his hat when he bowed, and seemed to have no idea that his reply was rude and cutting.

The young lady flushed with wounded feeling, but retorted with quick wit: "You wouldn't remember Carrie? Well, she remembers you. She remembers almost anybody,"

Edison's First Start.

Thomas Edison had been in several western telegraph offices, where he was looked upon as an expert, and was at last ordered to Boston to fill a vacancy. The weather was warm, and he donned linen clothes and a broad-brimmed hat. Before he reached Boston the weather turned cold and stormy, but just as he was, linen duster and all, he reported at the telegraph office.

He walked into the superintendent's room, and said:

"Here I am."

The superintendent looked the young fellow over with a critical eye, and asked:

"Who are you?"

"Tom Edison," was the reply.

"Who's Tom Edison?"

The young operator explained that he had been ordered to report for duty, and the superintendent told him to sit down in the operating room. His advent there created considerable amusement, and the operators geyed him not a little. Edison sat quietly, making no outward sign of disturbance. An hour or more passed, and then a New York sender, noted for his swiftness, signaled the office. There was no one to take his message, the operators all being otherwise engaged.

"Let the new fellow take him," said the superintendent.

Young Edison sat down at the instrument, and in four hours and a half wrote

out messages in a clear, round hand, stuck a date and number on them, and threw them on the floor for the office boy to pick up. The time he took in numbering and dating were the only moments he was not writing out transmitted words.

Faster and faster ticked the instrument, and faster and faster moved Edison's fingers, till the rapidity with which the messages came tumbling out attracted the attention of other operators, who, when their work was done, gathered around to witness the spectacle. At the close of four hours and a half, and one of the New York business, there flashed from New York the salutation:

"Hello!"

"Hello yourself!" ticked back Edison.

"Who are you?" sounded the instrument.

"Tom Edison," was ticked back.

"Tom Edison, I'm glad to know you," came over the wires. "You are the only man that could ever take me at my fastest, and the first man that ever sat at the other end of my wire for over two hours and a half. I congratulate the office in getting you there."

The young man in the limp duster and slouch hat had won his first laurels in the Boston office. He was never geyed after the first day.

I.

Hist!

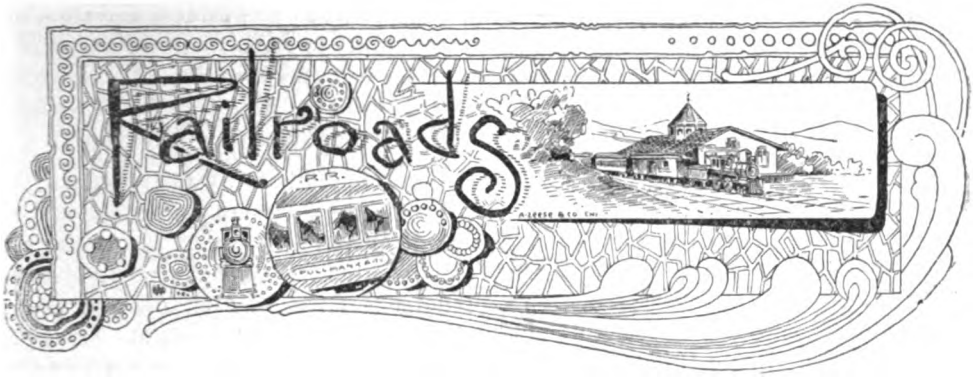
List to the knell
Of the deep-toned bell,
Tolling the death of a Year;
While memories dear
Come thronging near,
With faces sad, to its bier.

II.

Hist!

List to the song
Of the white-robed throng,
Hailing the birth of a Year;
While hopes are borne
On wings of the morn,
Filling our hearts with cheer.

—JOSEPH TRULL.



A conductor on the Nashville, Chattanooga & St. Louis R'y, took up a ticket that was 34 years old, a few days ago.

Conductor Koeyer of the Missouri Pacific was badly cut with a knife in the hands of a drunken passenger who could not pay fare.

The Oregon Railway & Navigation company are arranging to build a branch from La Grande, Oregon, across the Ronde Valley to Elgin, (20 miles) if a free right-of-way can be secured.

2500 feet in length is the measurement of the projected tunnel on the Denver & Rio Grande R'y, called the Tennessee Tunnel, seven miles from Leadville, Colo. The contract says that the work must be completed within six months.

Mr. J. C. Stubbs is now 4th Vice-President of the Southern Pacific, and in charge of all the traffic affairs of that company. If one can arrive at this round of the ladder of such a corporation while he is only a "stub," what may he not become when he has reached the fullness of a perfect tree.

2735 cars have been equipped with the Thurmond car coupler since the first day of June, and this company has orders for three thousand additional; the results already shown and the prospects for the future seem to be very good.

Rumors are afloat that the Vanderbilts will soon secure control of the Fitchburg R'y, and operate it in connection with the N. Y. Central; also that they are looking

after the interests, or, rather their interest, in the New York, Ontario & Western.

A magnificent banquet was tendered Mr. Jeffreys while visiting in London, England, recently, by prominent Chicago citizens who chanced to be sojourning there. It must have been very pleasant for this gentlemen to receive such an ovation in a foreign country, from those who were in perfect knowledge of his worth, both as a railway manager and a citizen of the city which will enjoy the beauties of the World's great exposition in 1892.

A number of the empyloes of the N. Y. P. & O. R'y, entered into a conspiracy to rob the cars as they were enroute to their destination. They were arrested and one of the party has confessed to the theft. Boys, don't do it; it never has paid any one and it never will. Your "Merrie Christmas" and "Happy New Year" will not be half as pleasant as they would have been could you all have spent them at home, with father and mother or wife or children. Don't do it.

We have been reading of the beauties that might arise in the future by a consolidation of all the railways in the country. The author has one peculiarity that, to say the least, is a great incentive toward porgnosticating or prophesying such an event; it consists in his great flight of imagination. If one-half that he imagines should come to pass there is no doubt that in the future he will deem himself a great man. The future will probably determine

whether the arguments used are those of good sense and sound judgment based on business principles, or not. One thing is certain, however, that the writer points out in a clear and concise manner all the good things that might accrue from such a state of things, but forgets entirely the small matter of saying anything about any disadvantages that might arise if such a plan were ever carried into effect.

At the fifteenth annual meeting of the Passenger and Freight Conductors' Mutual Aid and Benefit Association, held at the Sherman house, Chicago, Nov. 29th and 30th, Mr. J. H. Snyder, of the Michigan Central R'y, president of the association, made a few remarks, being followed by Frank Champlin, who delivered the annual address. His remarks were listened to with pleasure, and his prepared history of the different strikes that occurred from 1881 to 1887, was an item of history that any laboring man can read with profit. \$47,000 had been paid out during the year for benefits. The total membership at the present time, is 1,232. Total amount of premiums paid since organization, \$492,339.50. J. E. Curran, of the Lake Shore and Michigan Southern, was elected president for the ensuing year.

The great theme among railway associations at the present writing seems to be competition. As it is an old saying that "competition is the life of trade," we may reasonably anticipate lively times during the next year. Each one seems to be very busy making arrangements with his neighbor, on the best terms possible, to enhance the interests of both. If some poor fellow should chance to be an "odd fellow" and get left in the deal after the shuffle is all over, he will feel very chilly and think a "Manitoba wave" has struck him. "First come, first served" seems to be the order of things at the present time. How much good it will do the public and the employee can better be told in the future. But there is one thing pretty certain; if the latter gain anything in the play, it must be by

strict attention to business and from their own ability to work out the problem of receiving a proper reward for the services of a class who are necessary to the welfare of every standard railway in the world.

On Nov. 27th, Mr. Daniel McCool, Gen. Mgr. of the Southern California R'y, was tendered a reception by the employes of his road, and presented a costly diamond stud as a testimonial of their respect for him as a man and an official. It is good that the employes of any road can feel like this toward one in whose employ they have been, upon his leaving them for other fields of labor. We can sympathize with the gentleman as he wears this token of respect. We were once presented with a diamond by a friend—if our memory serves us right it was an Alaska diamond, cost probably fifty cents. But we were running a train those days, and by the advice of many good friends we were persuaded not to wear it for fear the company with which we were connected would imagine we did not come by it honestly. But this gentleman will have no fears as to this, and we trust that wherever he may go he may so deport himself that his conduct toward his employes may shine as brightly for their welfare and their prosperity as the glittering diamond that adorns his person.

We would sincerely like a job on the lines where the Pacific and United States express companies are doing business in the southwest. The safes are to be supplied with combination locks to which the route agent has no key and does not even have the combination, and when the safe is to be opened for the purpose of relieving it of any package or placing therein another, it will be done by the agents at the different stations who have both the combinations and the keys. Under these regulations a job on one of these trains would undoubtedly be a sure thing. For instance, if the train is stopped by a band of renegades that ask the express agent to give them the keys or die, all he will have to do is to die, for he will be politely informed

that he is not any relation of George Washington if he informs them that he does not carry them, and all they will have to do is to hold a little wake over his inanimate form, after quietly knocking the breath out of him, and then proceed to blow up the safe with a sledge hammer. It would seem to be an inducement of the first water, to kill the poor fellow on sight. So, whoever feels prepared to die can surely find a position in that latitude.

We notice that the managers of the road which is being built from Cooperstown, Otsego county, N. Y., via. Davenport to Catskill, on the Hudson river, have abandoned the projected line via. Prattsville and Windham Centre, over the Catskill mountains, on account of the heavy grades. "Grades" is a good word to use in this case. We were permitted to draw the first breath of life in this "neck o' woods," and it's "up-hill business." We were permitted to ride in a lumber wagon over this projected route when very young. Grades! When you were at the bottom of the grade you couldn't see the top, and when you were at the top it was too far to see the bottom. Still, if a road could be built it would undoubtedly be a grand success, as nearly all the land is held very high; some of it nearly a mile. And besides this peculiarity the majority of it is tilled on both sides. Sometimes in planting seed it is a trifle inconvenient to find dirt enough to cover it, but you can nearly always find a good sized rock to roll on top and they make an excellent covering. Every country and every individual is more or less afflicted with many little things that make life uncomfortable. When Job—that patient man—was on earth, he was afflicted with boils; so this country is afflicted with a surplus of stones and rocks and grades three thousand feet in height. Yet, not all men that are born there are paupers. Jay Gould was a baby in this country, yet today he is in fair circumstances, and in commercial circles is graded pretty well up, although at one time he was nothing but a

Jay. It is said that the new road will run by the way of Jefferson, Dunham and Cairo. This is better, but still it will not be all prairie, even in that section.

We notice the advance in railway building in other countries, which must call into play in the near future the worth and energy of a large number of railway employes in every department of the service. In times past this branch of the business has principally been confined to a few of the old provinces, aside from the United States, but to day there are roads projected and under way in a number of countries, even some where you would least anticipate it. South America has awakened to a sense of the needs of the hour, and poor Africa, who has so long been looking on the dark side, has had an awakening, started under the untiring efforts of such daring travelers as Livingstone and Stanley, while the railway managers of this country seem to be unwilling to rest contented with their share of the business, but are quietly reaching out to every place where a foothold can be gained to enhance their best interests. Many a one has laughed at the Pan-American Congress, but the result may furnish a situation for many a worthy employe.

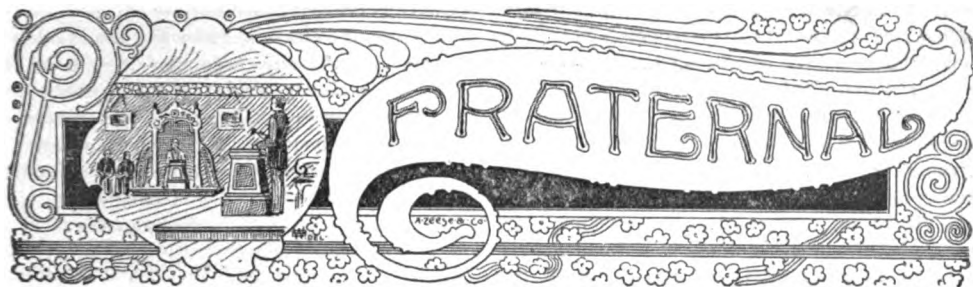
What a country! In the west, corn, oats and many other cereals are being piled up because the railway companies can not furnish cars to haul their products to market. Not but what every road is willing to assist in the work, but they are all short of cars and power to haul them, and on this account many a one will be obliged to wait for some time before their turn comes. But by and by there will come a time when every side track will be filled with empties instead of loads. The grain will not be all shipped out but the market will be knocked out, prices will be down and no one will want to ship until prices are better, and there will be few extras, only a few sections of each train, and times, in railroad parlance, will be very dull. So

it is best, boys, "to make hay while the sun shines."

A rumor which appears at the present writing, to be based on very good authority, comes to us that Mr. C. P. Huntington of the Central Pacific, is the power behind the throne that is so earnest in building the "Short Line" into Sioux City, and that it in all probability, will be built into Ogden before the close of the coming year, and also, that in this event, the Chicago, Rock Island & Pacific will immediately perceive the necessity of their not being left out in the cold, and that preparations are already being made by that management to hasten this event. That it is not all talk seems to be very evident, and the business men and jobbers of Sioux City seem to be very jubilant over the prospects that are before them. There is also a Manitoba wave in the atmosphere that seems to be sweeping along the line traversed by the Missouri Pacific, as if they had their scouts out for the purpose of ascertaining whether they might not find it to their interest to protect themselves in that latitude. At all events it would seem that this little village that has more vim in the composition of its inhabitants, and more corn to put into its palace than any other place heard from, was, or is destined to become the base of certain railway extensions, like Council Bluffs and Kansas City, which in the future may be of great benefit to that enterprising borough. The railway magnates and officials do not usually pick out a dead place from which they

extend their facilities, for their own benefit. And they are not very much given to building into or out of any location for the simple purpose of helping the citizens thereof, unless they are to be benefited to some extent. They generally put lots of faith in a live community and very little in a dead one. Their perceptibility in picking out the right places for a base of action to assist themselves, is quite marked; it is never below par, and every reader will find it marked "A, No. 1," every time they tackle it to be downward. At all events, many a "smart Aleck" who thought differently, has been "downed," and it took him quite a lengthy period to get on his feet again, financially. And amidst all the rumors that are floating around this city, if a portion of them only prove to become certainties, it will be a great thing for a young and growing town. And it may be the right thing to do, for some of the members of the Order of Railway Conductors who have a few pennies laid by that is bringing them but little return, and have not subscribed anything to the "building project," to keep an eye open to the probabilities which are in sight for the proposed home of the Order. Our feeble advice to you in the matter of registering you name for stock would, of course, avail but little, and it is possible we have no right to offer it, but as a dispenser of information which we honestly believe to be true, we claim the right to place a few facts before you in as truthful a manner as possible.





ELKHART, Ind., Nov. 30th, 1889.

EDITOR RAILWAY CONDUCTOR:—In the November 15th issue of the CONDUCTOR, I notice an article from the pen of Brother Daniels calling the attention of the members of the Order to the advisability of so amending the law as to admit of holding biennial sessions of the Grand Division, he sets forth many good reasons why it should be brought about, and I presume the principal reason of all which he had in view, was the almost ruinous cost of holding a session of the Grand Division, and of the benefit which the \$30,000 or \$35,000 so expended every year, might be to local divisions if it could be retained in their treasuries. The worst feature of the case is, that the evil is growing and will continue to grow greater instead of less in the future, without bringing any increase in benefits.

Brother Daniels cites one objection which it seems to me might grow to be a grave one in biennial sessions, and it is this: The possibility of sometime finding our Grand Offices filled in *one year or term*, with inexperienced men. It seems to me this objection is great enough to cause us to cast about for some other solution of the difficulty.

Now, why would it not be possible for the members to be satisfactorily represented in a session of the Grand Division held *every year*, if we could arrange to be represented by districts instead of divisions, something after the manner in which citizens are represented by their congressional delegates.

We will suppose that the Grand Chief Conductor should be instructed to lay out our entire jurisdiction in districts which should contain in each case not more than 500 members, and should at the same time decide upon and designate a point in each district where such delegates, elected at the annual election of officers, should meet in March or April of each year and elect and *instruct* our delegates to the Grand Division from said district. It does not appear as though this should require more than one days time, after which our "subs" could go about their business, and the un-

fortunate object who had been elected as a delegate to the Grand Division should proceed at the appointed time to represent his 500 constituents just as honestly, and certainly as ably, as it could be possible to do, for we have probably the most able men in the entire five hundred to vote and act for us, and we find we have reduced the number of delegates down to about thirty instead of two hundred and fifty, and with a proportionate decrease in the expenses of conducting a session of the Grand Division, while I believe that the aforesaid thirty representatives would transact more business and do it better in one week than three hundred in three weeks.

I should like to hear the objections to this plan, and I presume I shall be gratified, but I would like to suggest one more point in this connection, and it is this. Please advance something else in its stead if you don't like this, and if your idea is best we will try it.

I am in P. F., H. W. G.

CHILLICOTHE, Ills., Dec. 7, '89.

EDITOR THE RAILWAY CONDUCTOR: I have read with some interest your article in the RAILWAY CONDUCTOR OF DEC. 1, on the subject of "Federation," by "Old Time Tough." It is well known that the sentiment of the Grand Division at Denver was almost unanimously opposed to Federation, and that the subject was not permitted to be discussed there. At the same time it is equally well known that there is, throughout the Order, a feeling that something more definite and positive should be done by our organization, with a view to acquiring for us a more pronounced and tangible recognition. There is a feeling that we are in an attitude of humiliation. It is believed that if we would have equity we must come with something more than clean hands and ask for it. There is a growing desire to assume a more aggressive attitude. Those who hold to these views are casting about for some means of maintaining and supporting such an attitude. Now, it having been demonstrated that our most powerful labor

organizations are unable, when stubbornly coped with, to dictate even arbitration of their claims. What more natural than that alliances should be sought among those who have a common cause to urge, to what may be termed a common source.

These are the views, the sentiments and the necessities, which have evolved the scheme of Federation. And, when viewed from a theoretical standpoint, what a magnificent scheme it seems to be. Its theme looks worthy the best efforts of a patriots life, and makes ones blood tingle when regarding its possibilities. Is it any wonder that perhaps the majority of all railway labor organizations are carried away with it? This brings us to the question: Is the solution to the problem of how shall we protect, to be found in Federation? I am one of those who say most emphatically No! And the highest compliment that can be paid to the Brotherhood of Locomotive Engineers is to say, that its delegates in convention assembled rejected it.

Laying aside all questions of moral duties as distinguished from legal rights, Old Time Tough strikes at least one of the key notes when he claims that Federation is impracticable as a means of accomplishing its *proposed* object.

You may erect the engine and when you view its ponderous proportions it may give promise of being able to so awe those with whom we would make terms as to cause a speedy acquiescence to all reasonable demands, as the price of its inactivity; but attempt to bring its parts together in operation for the accomplishment of some end peculiar to only one of its components and after a second or third trial you will find that there is something lacking—there is a want of mutual support—a lack of *control*, which can eventuate in nothing but dissolution, to be followed by the most disastrous inharmony among those who did most toward its success. But shall we forbid discussion of the subject? By no means. Let this most important matter be fully considered in the hope that all may be dissuaded from further desire to pursue this ignis-fatuas.

Then we can turn to other and better means of accomplishing our object. I may be asked what means I have to propose. If so I can only say now, that it is time that we should at least learn fully the weight of our consequence in the labor world. We should know whether the attitude we have assumed and maintained is of any concern or value to our employes and if so is it of sufficient value to render them willing to accord us, in consideration therefor, what we have always expected namely, a fair adjustment of such inequalities as may be made clearly apparent to the mind of any fair and impartial hearer. I am not now claim-

ing that there are any glaring inequalities which we have heretofore failed to have adjusted, nor do I assert that conductors are by any means a down-trodden class. I only urge that it is time the Order had a clearly defined standing and a formal and positive recognition. The means of bringing this about are open for discussion. I will leave the subject for a future communication.

Yours,

NORMAN WATKINS.

ELKHART, Ind., Thanksgiving Day, 1889.

EDITOR RAILWAY CONDUCTOR: Upon this day of all others it would appear to be not only profitable but pleasant to turn our thoughts for a few moments entirely away from the roast turkey, or fried liver, whichever it may be that circumstances have set before us, and ask ourselves what particular reason we have to celebrate *this* particular Thanksgiving, and what we see in our past record, our present condition, or future prospects, to be especially thankful for.

In connection with this matter, it is only fair that we take cognizance of our condition as individual conductors and members of the Order of Railway Conductors, in the past, present and future.

Our thoughts are very often turned toward the past, and sometimes very abruptly, too, by having the question asked, "Of what particular use are we, or have we been, either as an order or as individuals, so far?" Or again, "What do you ever expect to accomplish, either alone or with the aid of your association, while you are bound by the *very peculiar* platform upon which you are founded?" These questions are indeed serious ones, and deserve more liberal and comprehensive treatment than my ability can give them and involve principles which attract the attention of our most able thinkers and writers upon questions of social and political economy. Still, the first question is one upon which every one of us should have an opinion, though it should be never so meagre, and I believe the reply, if honestly and candidly given, would furnish us with one excellent reason why each returning Thanksgiving should be met with a greater degree of satisfaction than the one before. And this is the answer which I believe should come from every careful observer of the *social* condition of the railway conductor in the past and present. We have accomplished more toward a thorough *social* and *moral* reformation of the average conductors during the past ten years than had been accomplished in the entire forty or fifty years of railway history prior to our organization. That this is a fact which does not depend for confirmation upon the

biased opinion of any member of the Order, I believe will go without denial.

That this is a fact and has been commented upon by others than members of the Order, was brought to my attention some time ago when in conversation with an official, who now holds a prominent position in railway circles, the remark was made, "I am satisfied that no man can become a thorough and consistent member of the Order of Railway Conductors and listen to and follow its teachings without becoming a better man at home and upon his train, and I have noticed that the best members of the Order were among my best conductors."

It seems to me that when we adopted a platform which was in direct contradiction to the one adopted by Cain, and declared that we "*were* our brother's keeper," we had made a long stride toward the moral and social reformation of our brother conductor and ourselves, and I call upon every reader of THE CONDUCTOR to bear witness to the fact that "the end has justified the means," and that to-day the Order of Railway Conductors can point to a work of morality and social elevation second to none in the history of the railway service, and is there one of us who dares to try and tell of the untold blessings which have been bestowed by the payment of over half a million of dollars in our Insurance Department? But I think I hear some brother say, "That does not enter into the subject under discussion at all," and I agree with him.

Now, then, if we have made it appear that we have really performed any good work, even in a general way, *since* our organization which had remained undone *before*, let us give it a logical solution and permit the organization to receive the benefit of the doubt, and say that we have arrived at this Thanksgiving with a good work well begun and already showing its fruits in the decrease of the many vices which beset the conductor of years ago.

The answering of the question in regard to our past goes very far toward giving a solution of the problem of our future, and I know, Mr. Editor, that the thatch which covers your poll has grown too thin and white for you to ask whether the same ratio of improvement can be reasonably expected until such a time as shall find us all standing in the glaring light of perfection in morality and social perfection. Ah, no! that problem has proved too great for all men and in all classes of life and advancement, and if the work for ourselves and our brothers is well and promptly done when it appears at our hand, our mission in life will be sufficiently arduous and reward fairly earned.

There still remains a second question to be decided among us, in which our *peculiar* principles as an order should be fully and fairly discussed, but such a discussion can be read in the written and unwritten history of the Order from its inception up to to-day, and we still stand alone as an Order every member of which can say, "I am my own monarch and shall vend my own labor." Surely such an organization should commend itself to the attention of every conductor whose stock in trade is the work of his hands and head. Whether our *individual* labors as members of an association have been productive of any degree of benefit or not does not enter into the discussion as regards the Order, for the history of all organizations proves that their rise or fall is due not to the organization, as a body, but to the untiring work or apathy of its members, and there let the credit or blame rest, as it belongs.

And here, brothers, let me say that when you turn your attention to new idols, if you do, that if you are no more benefit to the new than you have probably been to the old, neither yourself nor your object of worship will be particularly benefitted, and you will find yourselves *again* looking for some influence or power, which must not be less than infinite, to raise you to that degree of influence to which you believe yourselves to be entitled when you simply say, "I am a member of your association."

There is room for thought in our past and future, but how much more room for work in our *present*.

Hoping these thoughts may call forth others of greater importance and clothed in better fitting garments, I am

Yours in P. F.,

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SAVANNA, Illinois, Dec. 9, 1889.

EDITOR RAILWAY CONDUCTOR: A very profitable though not very largely attended meeting of Robinson Division No. 78, was held yesterday, at which we had the pleasure of meeting with Brother Wm. P. Daniels, G. S. and T. The regular routine business having been disposed of in the forenoon, the afternoon session was devoted to the election of officers, and resulted in the following selections being made: C. C., Geo. W. Ashford, third term; A. C. C., A. E. Hodges; S. and T., Frank B. Cornelius; S. C., Wm. H. Lally; I. S., John Joyce; O. S., John H. Coy; Div. Com., three years, A. E. Hodges; Div. Com., one year, E. B. Feathergill; Delegate, Geo. W. Ashford; Alternate, E. B. Feathergill.

The officers elected were duly installed by Brother Wm. P. Daniels, G. S. and T., after which we were favored by a nice talk by Brother

Daniels, who touched upon many of the prominent features of vital interest to our Order. We then indulged in the new work until we closed, just in time to allow some of the brothers from a distance to catch the west-bound limited. Every one left the hall fully impressed that, to one and all of us, it had been both a pleasant and profitable meeting, for which Brother Daniels has our sincere thanks.

Yours Fraternally in P. F., G. W. A.

[With pleasure we give space to the following clipping from the *Star of the West*, Cad Allard editor, Beardstown, Ills.—ED.]

O. R. C. BALL.

Once more we have the pleasure of noticing the entertainment presented to our people and their many friends adjoining this Mecca of pleasure by the above named exquisite and gentlemanly organization, known in our city as a band of brothers, fraternally obligated to sincerity, truth, fellow feeling and an avowal of a few hours to trip the light fantastic to the enchanting strains of one of the best orchestras that ever visited Beardstown. One thousand invitations were distributed welcoming the fair ladies and their escorts to join in and make this, the third annual, the grandest and gayest of them all. Five hundred of the chosen recognized the "bid" and gave to the conductors a recognition based upon true worth and fresh memories of the times long gone by, but ever to be remembered. Not only did the management do their work well, but the ruler of the elements brushed away all appearance of fog and let the stars shine brighter and purer than on any previous occasion of the kind. Everybody was dizzy with delight, and wore a smile which seemed to say, "Arn't we glad we came?"

"Who was there from abroad?" Well, there was the cream of Rock Island society; the old reliable C. B. & Q. delivered a coach load of gaity seekers and elegant dancers; Monmouth, Bushnell, Vermont, Astoria, Virginia, Ashland, Roodhouse, and last but not least, Table Grove came in on time with 32 couple. All formed in line for the grand march, which was headed by Mr. Mylo Lee and bride of but a few weeks, and went through the preparatory step and landing upon the threshold of an evening of mirth, music and selected enjoyment. Precisely at 9 p. m. the train started—Instead of the old fashioned call for "Tickets please," the order was, "Salute partners," "All join hands" in the poetry of motion—not so much poetry but lots of motion—and, true enough, motion prevailed until 11:30 p. m., when the message arrived from mine host of the Park House, H. H. Cole, announcing that two sections

of No. 3 should "run wild" against "Dunn" and meet in the dining room of his tavern. No sooner had the order been given than all were ready to do justice to the spread—and such a spread as it was! The kings of old never sat down to a finer one. Smacking their lips with hearty congratulations as they departed from the inn of thanksgiving and comfort to the inner man, and made room on the side track for other watering mouths who anxiously waited the sound of the supper horn. Parker, Golden and Terry with their "Horn" (Frank), appeared cool, calm and collected during the whole "strike" for supper. In fact, nothing occurred to worry the minds or mar the pleasure of these gentlemanly managers—save the "Fat mans 4," who wanted the floor, and were shown the door, and said no more but danced "al-le samee," in every quadrille with the best looking ladies on board. After supper the order was to clear the track and let all the sections fan the gentle breeze until 4:50 p. m. Well, all had through tickets and the prompter announced the new dance: "Conductor's Rest." Horn and Pals laid the levers on the steam chest, tied the throttle in the back part of the tender and, according to the time card, landed every soul safe and sound in the arms of morpheus, to dream of more happy days to come.

PHILADELPHIA, Dec. 12, 1889.

EDITOR RAILWAY CONDUCTOR: On Sunday, Dec. 8th, West Philadelphia Division No. 162 held its annual election of officers. The P. W. & B. are again "in the soup," to use a common phrase they were "snowed under" for offices, but we trust they are democratic and will try again. Brother T. J. M. is raising whiskers, but failed to raise the necessary number of votes to send him to the Grand Division. Brother G. B. should have kept out of the race, which would have avoided the necessity of two brothers filling the C. C.'s chair. (Which brother will claim the honors of Past Chief at the expiration of the term?)

Brother H. need not offer up his little prayer, viz., "the good Lord deliver me from my friends." (You are saved.)

We are pleased to note that our worthy Brother Secretary A. H. McC. has been selected to represent us in the Grand Division; but, Brother, be modest in your remarks, or the Grand C. C. will "set on you."

We think the brother who made the motion to increase salaries was not familiar with the Division's treasury.

Brother J. C. T., it is customary for the chair to recognize all nominations made before declaring nominations closed.

Listener is onto the nine brothers, who sat in the Division to the right of the rostrum; whispering is prohibited in select company.

M. V. should learn the brother's front name before nominating him. Brother H. is after you.

We saw Brother J. T. M. electioneering in the ante-room, where he caught the brothers as they passed in, which was no doubt brotherly, but it was not brotherly to nominate a Past Chief for the outer door.

The brothers objected to meeting at No. 1920 Wharton street. They preferred a railroad station.

The brothers' liberal donation to the building fund has put our annual tea party in the mud, unless we draw an order on Brother A. H. McC.'s pet.

We were pleased to note Division No. 204's number in the ante-room, which will in future meet in the same hall on alternate Sundays from No. 162.

We learn Brother W. Gibson has taken a vacation and left the city for the wilds of Virginia for the purpose of shooting bears. We are also advised that Brother Scheltz has cleaned his gun and left for the wilderness of Maryland to trap grouse. Brother Gillen was seen purchasing salt and enquiring of Brother Leonard the cost of second-hand vinegar barrels. He will no doubt use the same for packing bears and grouse for winter use.

We wish to advise the brothers that Brother W. H. B. is not the Listener, and should not be held responsible.

The writer's name was given to him in confidence, which is the corner-stone of our Order.

As Brother W. J. M. has been appointed by the Division as correspondent, Listener will cease with this number of THE CONDUCTOR, at least for the present, but will in the meantime scan each number for a letter from the Brother; if not forthcoming, you will again hear from the Listener.

LISTENER.

PINE BLUFF, ARK., NOV. 26, 1889.

To Editor of the Conductor.

DEAR SIR AND BROTHER:—In fulfillment of my promise to Bro. E. E. Clark, whom we had the pleasure of having with us on Sunday, November 24, at our organization, he being the Grand Officer who organized this new Division No. 251. But, before going any farther I want it understood that you are not to print any of my acrobatic spelling, with this understanding I will try and give you a brief account of our organization. Bro. Clark opened a special meeting of the Grand division where the name of Cotton Belt was chosen as the

name of our Division. We then elected the following officers: Bro. O. J. Kingsbury, C. C.; Lawrance Cody, A. C. C.; D. Savary, S. C.; A. J. Englehart, J. C.; Hon. W. C. Huguen, I. S.; C. L. Chestnutt, O. S., and your humble servant as Secretary and Treasurer. After the installation of the officers we initiated four candidates, but owing to the very poor service of the express company our paraphernalia did not arrive until today, which was a great disappointment as some of our brothers were very desirous of performing on Daddy Neimyor, who was one of the novices. He is G. Y. M. at Pine Bluff and is over 50 years old and a great friend of all the boys. Our other candidates were Conductor's Chestnutt, Clark and Harris. We also elected as the executive committee Bro. O. T. Cook for 3 years; J. L. Le-Bosquet, 2 years and G. L. Clement for 1 year. After we adjourned several of us invited Bro. Clark to a little spread at the Lindell Hotel, after which we showed Bro. Clark some of the principal places of interest of our town, but owing to the lateness of the hour they did not appear at their best; however I think Bro. Clark will bear me out in the assertion that they are all right when seen under the proper light. Since our organization we are beset with applications, some good, some bad and some indifferent, but we will be very careful and not let our greed for a large membership and a fat treasury get us into the common error of the majority of new Divisions, that of letting in bad material, for while I am sure we have some of the best fellows on earth in this water bound country, still we have some that might prefer to cast their lot with some organizations which believe different from what we do. I nearly forgot to mention that after our banquet Bro. Kingsbury presented Bro. Clark with a very nice gold headed silk umbrella, which, owing to the inclemency of the weather and the hearty manner of the presentation Bro. Clark very much appreciated. Now with hearty good wishes to Bro. Clark and all the Grand Officers and a lot of satisfaction to ourselves that we are now organized and in position to be recognized by our brothers all over the world, I will close,

Yours in P. F.,

W. C. HAZLETINE, S. & T.

AURORA, Ill., Dec. 2, 1889.

EDITOR RAILWAY CONDUCTOR: As I have been appointed correspondent to THE CONDUCTOR by our Division, I presume I will have to write or die in the attempt, and I will take for my first subject something easy. I could write a glowing account, taken from the newspapers, of the great and booming city of Aurora, where city lots three

miles from the postoffice double in price while you sleep, or an equally glowing description of the beautiful Fox river, "from the history of Illinois," but I won't do it, as without doubt it would stop the sale of newspapers and lay the history of Illinois on the shelf, so I will simply say that at a regular meeting of Belknap Division No. 96, Sunday, Dec. 1, 1889, the following officers were elected for the year 1890, and installed by our P. C. C., Brother Frank H. Reese: C. C., Tom Flynn; A. C. C., C. D. Judd; S. and T., W. E. Lindsay; S. C., J. F. Trahy; J. C., T. J. Murphy; I. S., D. A. Wedge; G. S., E. A. Nall; Delegate to 22d G. D., C. D. Judd; Member of Division Committee, three years, Ed. Poole.

Of our newly elected officers I cannot speak too highly. Brother Flynn, our C. C., succeeds himself, while Brother Judd, our A. C. C., is a veteran in his position, this being the third year he has filled the A. C. C. chair. While this will be his first appearance in the G. D. as a delegate, many brothers will recollect his smiling countenance and winning ways at Toronto and Denver. I am paid ten cents a word for all the good I say of Brother Judd. Brother Lindsay, our S. and T., also succeeds himself. Brother Trahy, our S. C., was promoted from J. C. of last year.

Brother Murphy, our J. C., makes his first appearance as an officer, and I am sure he will make a successful one. I. S. Brother Wedge and his able colleague, O. S. Brother Nall, are serving their second term in their positions. Brother Ed. Poole, three year member of our Division Committee, is one to whom all members of our Division look up to in matters where good sense and sound judgment are required, and he is the right man in the right place.

Of our officers I give this short description, and I would like, did space and time permit, to give as full mention of each member of our Division, but will say that sixty-four better members do not exist in any Division.

I *accepted* the position of correspondent because I was a defeated candidate for every office in the gift of the Division, and our *good* C. C., knowing how anxious I was to hold office, out of his great goodness of heart, took pity and appointed me to this one, with strict orders to write *something*, assuring me if I did not comply he would fill the position himself, hence this effort on my part. If it appears in *THE CONDUCTOR* all right; if not ———, and I will know that for once *true merit* and *worth* were not appreciated.

No. 96.





MR. EDITOR:—Having received two letters one day, lately, each of which refers to the statement of expenses of the Benefit Department that was sent to members in November, I was somewhat struck by the approval of the one and the condemnation of the other, and the language used in each. I accordingly wrote to each of the writers asking permission to print their letters in the CONDUCTOR and thus give their views to all members, and not confine them to myself only. Having received that permission from one of the writers, I send you herewith the letters, but do not give the name of the brother who has not yet replied to my request.

I do not care to comment upon either, but will only say that if the writer of the first letter will cite one case where there has been unnecessary delay or trouble in the settlement of any claim whether for death or disability, I will prove beyond question that the delay has not been caused by officers of the Benefit Department. If he knows of any such insurance companies as he describes in his letter, he should by all means let the rest of us know about them so that we can all have the benefit of them, and if the companies will advertise in THE CONDUCTOR and perform what is promised for them by the writer of this letter, I will guarantee them an enormous business. They should not "hide their light under a bushel," that is if I have succeeded in correctly figuring out the brother's meaning. His figures are somewhat confusing and I may not understand them exactly. If members of the Order can get more benefits for a great deal less money than the Benefit Department provides for them, we had better all drop out and give our entire patronage to these others. I should be very sorry to see the Benefit Department of the Order discontinued, but I do not believe in sustaining it for glory alone, and if it is to cost us twice what it is worth to us, let us discontinue it as quickly as possible.

The secretary of a Division writes to this office complaining of delay in the action of the insurance committee on a certain disability case. What the cause of the delay in their hands was I do not

know, but if the claim is allowed and paid, it will be a simple gift to the brother, as in this, and in several cases that have been paid, the members had forfeited all right to any claim against, or benefit from the Department, and they have been paid through the charity of the Grand Division. Would any other insurance do anything of this kind? It is sometimes well to think of these things when you feel impelled to criticise your own insurance.

The same secretary says that members of his Division think that \$9,863.00 is too much salaries to pay for one year for the department, and he is entirely correct—it is too much, altogether too much, and it has never yet been paid. An examination of the statement will show that he has mistaken a *six* for a *nine*, and that the amount paid for salaries is \$6,863.06 for nearly two years instead of over \$9,000 for one year.

Yours very truly in P. F.,

WM. P. DANIELS, Secretary.

ELMIRA, N. Y., Nov. 11th '89.

Mr. Wm. P. Daniels, Grand Secretary and Treasurer, Cedar Rapids, Iowa.

DEAR SIR AND BROTHER:—Your complete statement relative to the expenses of the insurance department accompanying notice of assessments No.'s 171, 172, 173 and 174 received, and I assure you it meets with my most hearty approval. In the past six years I have carried policies in five societies and insurance companies and find by experience that the insurance connected with the Order of Railway Conductors is superior in every respect to any of them, and taking into consideration my classification by all insurance companies, (Freight service conductor.) I find it the cheapest insurance, and offering the greatest inducements of any that I have learned of, most especially accidents or injuries resulting in total disability, while some companies pay one half the original amount, others pay little or nothing when so disabled, while, in my estimation, then is the time when assistance is most needed to keep an unfortunate brother from a realization

of the cold charities of this world. It is a strange fact that so worthy an insurance is within the reach of nearly every conductor, yet less than one half of the members of the order avail themselves of the protection afforded them and their families, while others who have carried theirs a number of years cease to meet their assessments promptly and soon lose all interest in the matter and are suspended, (Elmira Division No. 9 not excluded.) next we hear that misfortune or accident has befallen a brother, then we learn with regret that he is suffering and his family are in need and no provision made to meet the future necessities. Some conductors say they cannot afford to meet the assessments, yet I contend these very ones cannot afford to miss a single one. Hoping that I may be able to assist in procuring at least one member before the year closes and wishing yourself and all officers and members of the Order every success, I close. Yours truly in P. F.,

WM. BENNETT.

CLEVELAND, Ohio, Dec. 5, 1889.

Editor Conductor:

DEAR SIR: In reading an item in THE CONDUCTOR of November 15th, signed F. P. Silvernail, I am sure what he says is right in regard to this matter of insurance. A man may feel ever so charitably inclined as he is called upon to help a widow and orphans of some "dead brother workman," but as he puts his hand down in his pocket to give a dollar toward their relief, he cannot help but feel as though it is an injustice to be allowed to do so. Inasmuch as the chance is open for all to make a provision for their family in case of death, and the man who does so (and then is called upon to give more toward the relief of wife and children of some man who neglected to do so) is the one who suffers as he is paying for his own insurance and also for the neglect of another man. But, on the other hand, if no assistance is given these poor widows and orphans, who are the sufferers? The wife and children must pay for a poor husband's neglect of their future wants, and it would not be right, strictly speaking, to deny them any assistance; and of course these men who are unable to pass an examination are worthy of help, and I would be one of the first to contribute toward so worthy a cause. Still I am in favor of every man who can, carrying a policy, and, although I know nothing of what is talked of in your meetings, still I think that is the place to get hold of these negligent creatures and induce them to join your insurance. I know several men who become wrathful on the subject if approached by their wives, and the poor wife feels as though one attempt to

induce her "liege lord" to provide for a future for her without him is enough, and sooner than call forth such remarks as, "Oh, yes, you want me to be insured and then hurry up and die," or, "Yes, you want a good time when I am gone," etc. A woman would forever after leave the question of life insurance alone between her husband and herself. But when a fond mother looks around her and sees bright little faces growing up and little minds to be educated and bodies to clothe and feed, and such a possibility stares her in the face as being left without means to do this, it is enough to drive a woman to some such under-hand business as this, and I hope when the cap fits a man as he reads this, he will be sure to put it on. Now I hope that I have not said too much, as this is my first attempt in writing for THE CONDUCTOR, and I will sign myself

"SUSIE."

CHARLESTON, S. C., Dec. 8th 1889.

EDITOR CONDUCTOR—I have never written an article for publication and if you have no room for this I will not feel disappointed if consigned to the waste basket, where perhaps it rightly belongs. In reading your issue of Nov. 15 I was very much pleased with Bro. Silvernail's article, and I am very much like him, a "crank" on insurance. As we do not know today what "tomorrow will bring forth," it is always best to be prepared, and everything that Bro. Silvernail says must strike home. And the resolutions passed by Denver Division No. 44, has such a good clear ring of justice to our families. And while I have the matter of insurance on the brain and continually advising all to insure while the opportunity offers, I most respectfully and earnestly ask if you do not think it would be better for all if the whole system of insurance was changed so as to let all have a chance. Would it not be best to have it so that a brother could take either one, two, three, four or five thousand dollars, according to his ability. There is many a poor conductor who would like to carry one thousand that cannot carry twenty-five hundred, and a great many that are now insured would carry three thousand, for I believe if this plan was adopted the three thousand policy would not, on account of increased insurance, cost any more than the twenty-five hundred, and again I believe that at least (90) ninety per cent of the members of the order would carry some insurance, thereby increasing their interest in the Order, and would be the means of breaking up these frequent appeals from Divisions for aid, and the assessments sent to Division Secretary and treasurer would certainly work more satisfactory. I believe that these suggestions will meet

the approval of all the uninsured, and would like Mr. Editor to hear this discussed, as no doubt the matter will be brought up at the next meeting of the Grand Division. Yours truly in P. F.,

S. C. GILBERT,
208 Charleston street.

RENFREW, Ont., Nov. 19:h, 1889.

EDITOR RAILWAY CONDUCTOR:—Almost every issue of THE CONDUCTOR contains an article of some kind on insurance. Each contributor on this question invariably brings to task the brothers of our Order who are not members of the insurance department, lecturing them on the duty they owe to those who are near and dear to them. This may be a very commendable course to pursue, but I have not yet seen anybody grapple with this question in a practical manner and endeavor to account for the gradual falling off in the membership in this department. Can it really be possible that this lack of interest is solely attributable to the apathy of the members of the Order, or is there something in the conditions of the laws of the department that fails to attract the confidence of the brothers.

These are questions that we should endeavor to solve, and if the cause of this want of interest be located, set ourselves to work to apply the remedy that will not fail in making our system of insurance so inviting that our brothers will not need to be reminded so often of their duty. The disability clause of our insurance laws is the point on which hinges the main objection of many of our Order. When this clause was drafted it seemed to be the intention that the conductor should be provided for when his usefulness, as a railroad conductor, was gone. This was managed very effectually, should the member become disabled by accident; but if disabled through sickness it is necessary to get the requisite number of medical men to make affidavit that he is "totally disabled from performing any labor whereby he can maintain himself and family."

Why attach this provision to the disability through sickness and not likewise to disability through accident? This is usually the first question of those who look closely into rule 14 of the laws, and grasp its real meaning. Can it always be answered to the satisfaction of the questioner? Not in one instance so far as my experience goes. Now to give you an illustration of what I mean. I, in my capacity of station agent, may some day accidentally lose a hand while coupling cars—which I am sometimes in the habit of doing, when trainmen are switching, in order to forward the work. I could, by the disability clause, claim my full insurance and at the same time it would not neces-

sitate me resigning my position as agent, and I could continue to earn my full salary as at present. But, if unfortunately I should be attacked by some disease that would so disable me that I could not devote my whole time to my duties, perhaps not be able to do more than two or three days work every week, my employers could not be expected to allow their business to be neglected in this manner and would naturally desire to have the position filled by some one who could attend to it properly. The consequence of this would be that I would be without a situation, without means to keep my assessments paid up, and finally be compelled to forfeit my membership, also unable to claim any compensation because the necessary affidavits could not be procured that I was totally disabled from performing any labor whatever. This illustrates an inconsistency that does more to keep down the membership of the department than anything else connected with it, and calls urgently for a remedy if we are to succeed in our good intentions of providing for those who are near and dear to us when grim death steps in and claims its victim.

Now to show you that there is some foundation for my contention, in this case. One of the delegates at Denver, last convention, got up and asked—when this subject was being discussed—if, when he became disabled through sickness from following his occupation as conductor, could he not claim his insurance on the disability clause. Being answered in the negative, he expressed himself as having understood the clause in the way he put it and apparently thought that there was something here that was not exactly right. This goes to show that a great many have joined our insurance with this impression in regard to disability and when they become aware of the real meaning of the clause they become disgusted and drop out. This, of course, is not right but how are we going to combat it? For my own part I would rather see the disability clause stricken out altogether than allow this inconsistency to remain as a stumbling block to the welfare of our insurance system. I would be pleased to see some of the brothers come forward and express their views on this point. I have been a member of the insurance since I first joined the Order and I would like its membership increased instead of decreasing, as at present, and I trust that some member of the Order will be successful in producing a scheme that will have this result.

Yours truly in P. F.,

W. M. DICKSON.

W. P. Daniels,

DEAR SIR:—I forwarded notice of October 30th after paying for assessments for month of Septem-

ber and told you that considered the benefit (cost?) too high; and the most reason why I left the benefit was this when any of our brothers get disabled we have more trouble in getting the money than the thing is worth; when there was a call made on any of our brothers for any of the brothers on the other side there was never a kick made; therefore, I leave this mostly on that account, and for this: I think there is too much expense attached which I think causes the assessments to come so high; to think, \$3.00 per month, and one month or two months I have paid \$4.00, which is very nearly \$40.00 per year. When I can insure in one insurance for \$7.00 per year, for disability, and get my \$10.00 to \$15.00 per week for a sprained ankle, as long as it interferes with my work, although I can do my work—I get it just the same—and for the loss of an arm or a leg, or in any way that I am disabled, I will get \$3.000 for \$7.00, and for \$14.00 per year I get double; and in another insurance in which I am going to insure, I get a sick benefit, and my doctor bill paid and \$4.00 per week, beside; and in case of death I get \$2.000, and the most it can cost me is \$20.00 per year; so you see that a man can insure in one insurance, by paying \$14.00 a year for an

accident policy or disability; in case of accident he gets \$3.000.00, and for disability in any way, no matter how little you are hurt, for \$7.00, you will get \$15.00 per week, or, for \$14.00 you will get \$30.00 per week; hand or leg cut off or killed you get \$6.000; in case of death by accident. And in this other insurance I will get, in case of death, \$2.000 my doctor bill paid and \$4.00 per week. So you see if I insure in one for \$14 per year, and the other for \$20.00 per year, \$34.00 per year, (it may not cost me that) what do I receive? In one case I would get, or my wife and family would get the sum of \$8.000 for \$34.00. In your insurance I get no Doctor's bill paid, no sick benefit for my money for disability or death, the sum of \$2.500 and perhaps my wife would have a hard time to get that. What does this cost me for one year? very near \$40.00 per year. I have paid this for 4 years I think. It is too much and too much trouble in getting the money.

Yours truly, _____

"Which" is why we are led to wonder how some things can be and not overcome us like a midsummer night's dream."—Ed.





Carriers of Passengers—Connecting Lines—Action for damages. On appeal the court—

Held, That where a ticket agent of a company sold to plaintiff a first-class railroad ticket over its own and other lines, containing a provision that in selling the ticket defendant acted only as agent, and was not responsible beyond its own lines, plaintiff cannot recover against defendant for being ejected from a first-class car, and being compelled to travel in a smoking-car, on one of the other lines.

Harris vs. Howe, Recev. of E. W. T. R'y Co., Tex. S. C., Oct. 18, 1889.

Ejection of Passenger—Damages—Conductor's Check—Wreck—Excessive Verdict—Action for damages alleged to have been suffered by reason of a wrongful ejection. The evidence showed that plaintiff bought a ticket to a point on defendant's road; that a wreck occurred on the way, and the train was delayed over night. Plaintiff being sick was unable to wait on the train, and asked the conductor if the check he had given him would be good for the next day, and was told that it would not. The next day plaintiff boarded another train for his destination. The check was presented, and after some dispute the conductor refused to accept it, whereupon the plaintiff offered the conductor the regular fare, but, upon refusing to pay the extra price demanded when tickets are not bought before entering the train, he was ejected. On appeal—

Held, That plaintiff was entitled to recover damages for such ejection by the conductor.

Louisville, etc., R'y Co. vs. Wilsey, 1y. S. C. of App., Oct. 24, 1889.

NOTE—The plaintiff was given a verdict for \$2,500 by the trial court, and while holding that he had a right to recover damages for the wrongful ejection, yet this cause is reversed and remanded for a new trial on the ground that the verdict is excessive.

Drover's Pass—Contract—Carriers—Injury—Action in trespass, wherein it was—

Held, 1. That a contract of transportation by a common carrier, in which the shipper, in consideration of reduced freight charges, releases the carrier from liability for negligence, when made and carried out in a state where such contracts held valid, is valid in Pennsylvania.

2. That the decisions of state courts governing commercial contracts made within their jurisdiction are just as binding as decisions on statutes.

Forepaugh vs. Delaware, etc., R'y Co., Penn. S. C., Oct. 7, 1889.

Injury to Passenger—Proximate Cause of Death—Conductor's Negligence.—When a passenger on defendant's train on his way to "H.," heard some one in the car supposed to have been an employe call his station when the train reached "L.," and believing it to be his station endeavored to alight; and the conductor without giving any warning or notice, negligently caused the train to be suddenly started, whereby the passenger was thrown violently from the car steps onto the track, where he was left by the employes in an unconscious condition, and instantly killed by a train passing in an opposite direction. In an action by the wife for damages, the court—

Held, 1. That the deceased was not a mere trespasser; and as he was known to have been thrown on the track and rendered unconscious in alighting from his train, it was defendant's duty to use care to prevent injury to him from its own train.

2. That the wrong of defendant's conductor in leaving his injured passenger on the track exposed to peril, without mind enough to care for himself, was the proximate cause of his death, and hence the company is liable in damages.

C. I., St. L. & C. R'y Co. vs. Cooper, Ind. S. C., Oct. 20, 1889.

MENTIONS

If our correspondent who signed his initials "D. A. R." will kindly send his full name we will gladly publish his communication.

We are pleased to note the promotion of Brother E. L. Fay, of Division 30, Springfield, Mo., to the position of superintendent of the St. Louis & San Francisco R'y.

Brother Frank A. Weisz of Division 157, having taken unto himself a wife, concluded to journey westward, and was seen by his many friends in Chicago on December 6th.

Brothers S. E. Howd, T. B. Place, and J. W. Morris, of Division 111, are requested to correspond with the secretary, R. D. Simpson, care United States Hotel, Los Angeles, Cal., and notify him of their whereabouts.

Brother Ed. E. Keyser, member of Sheridan Division No. 238, Chillicothe, Mo., called upon us December 12th, being at Cedar Rapids, Ia., on a visit, his wife accompanying him. He is engaged with the Chicago, Milwaukee & St. Paul R'y.

Brother Burt Cox, of Denison, Texas, would like any information that will enable him to locate Brother L. C. Devoe, who was running a train on the Second Division of the Mexican Central R'y, out of the City of Mexico, when last heard from.

The secretary of Arkansas Division No. 36, Pueblo, Colo., wishes the address of two members of that Division. Brothers Emery J. Burns, and Humboldt Ward. Anyone knowing their whereabouts will please inform brother E. C. Mattes, Pueblo, Col.

In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

We find on our desk this morning the December number of the Railroad Brakeman, or rather,

Brotherhood of Railroad Trainmen's Journal, with the name of L. W. Roberts as editor and manager. Allow us to bid you a happy New Year, may your position be a happy one to you, profitable to your readers, and the principles you advocate such as will be a blessing to every member of your organization.

Brother John Renschler, Secretary and Treasurer of Lackawanna Division No. 12, Scranton, Pa., would like to know of the whereabouts of brother Ed. Higgins; last heard from in Blue Canyon, Cal., and L. P. Post of Sunbury, Pa. Anyone having any information regarding these brothers will kindly advise Brother Renschler.

It pleases us to note the promotion of brother Nelson Brown, to the position of passenger conductor on the C., H. & I. R'y. Brother Brown is a member of Rochester Division No. 8, and has been in the service of the C., H. & I. but little over two years. His rapid promotion since entering the service of the above company, is all the certificate that is necessary to make him a place among the most worthy members of the Order.

At a meeting of the stockholders of the Sioux City & Northeastern R'y held in Sioux City, December 2d, Frank S. Butler was elected one of its directors, and at a meeting of the new Board of Directors immediately after, he was chosen Secretary of the new Board. Brother Butler, we will take lemonade anyhow. May you be an honor to the company who have so generously honored you, is the kindest wish we can offer you, gratis.

We were the recipient of an invitation from the brothers of Friendship Division 81, Beardstown, Ill., to attend their third annual ball, held on Thursday evening, Nov. 28, 1889, for which we wish to return thanks. We would have been pleased to have attended one of their happy entertainments, but circumstances forbade our doing so. We also received a very pretty menu card, carefully prepared by Messrs. Myers & Cole, pro-

prietors of the Park Hotel; in looking over the list we noticed that someone who was present had marked the various dishes that brothers Parker and Golden partook of, and out of 34 on the list there remained only two that were unchecked: "Tongue and Kisses—French." Why they left these out is more than we can surmise. Some people "eat to live;" others "live to eat." God pity the hotel keepers. In another page you will find a description of the grand entertainment. May they all live to enjoy many more just as pleasant ones, is our wish for these brothers of 81.

And here comes another. First annual Ball of Sheridan Division No. 238, at City Hall, Chillicothe, Mo., Tuesday evening, December 31, 1889, all printed on a double card, silver edged, white paper. Thank you. We can not "bawl." Too near the end of the year; too near the beginning of the new. Dance the old one out and all join hands and usher the New Year in. Do the best you can; you can never make any of them any too pleasant. They will only go and come a few more times, perhaps to some of you never, again. Then live to make each other a little better, a trifle more happy, as the old goes away, and the new one comes in its place.

From a Circular, No. 17, issued from the office of the general manager of the Minneapolis, St. Paul & Sault Ste. Marie R'y Co., Minneapolis, Nov. 25th, 1889, signed T. D. Underwood, General Manager, we learn that Brother S. W. Derrick, member of Division 22, Sanborn, Iowa, has been appointed chief operator, in charge of the commercial telegraph department of that road. One more mark for attention to duty. Once again a gentleman's ability recognized by a Railway company. Let us congratulate you.

While brother G. J. Johnson, C. C., of Division 40, and also General Superintendent and Vice-President of the Railway Officials and Conductors Accident Association of Indianapolis, Ind., was with us a few days ago, he kindly showed us a number of letters which had been tendered him, entirely unsolicited, by different railway officials; also from personal business friends and acquaintances where he is personally known. They are certainly very pleasant mementos to have in one's keeping, and must be to the brother a great source of enjoyment and pleasure.

The Grand Chief Conductor reports that on one of his trips lately, he was fortunate enough to meet with the genial traveling passenger agent of the Northern Pacific, brother John N. Robinson, who will be remembered as past Grand officer, having served an entire term upon the Executive Committee of the Order. It will be of interest to his

many friends to know that he is still driving tacks and hustling for people for the Northern Pacific in a very extensive territory east of Chicago. And there is not one in the vast army, more deserving or proficient than brother Robison. John, call and see us.

We are glad to hear that brother Allen Ostrander, of New Haven, one of the oldest conductors in the service, who has been very ill for a long time, is once again at his post. We once met the good brother in the Division room of 201, New Haven, within sound of old Yale College, and we walked together 'neath the shade of those majestic elms in this old Puritan village, a day passed so pleasantly that we shall never forget its pleasures while we live.

Brother Wm. H. Berger, member of Division No. 23, and delegate to the Grand Division at the annual session held at Buffalo, in 1881, died at his home in Catawissa, Pa., on Monday evening, 25. For over twenty years he was in the service of the Catawissa R'y Company, and the P. & R. R. Co.; since June 1st of this year he has had charge of the postoffice at Catawissa, Pa., having received his appointment as Postmaster at that time.

From a letter received from brother J. E. Barry, Secretary and Treasurer of Jackson Division 149, Jackson, Tenn., we were requested to change the address of Brother M. Fouche from Jackson, to the First National bank, Rockwood, Tenn., of which he is president.

From brother Ashley, secretary of 55, we learn that brother Tom H. Earnest, a member of that Division, and a resident of Independence, Montgomery County, Kansas, was, at the late election, elected to the office of Register of Deeds of that county, and had the pleasure also, of running far ahead of his ticket. One by one they are getting there. Success to you, brother. Be very "Earnest" in your labors.

We were shown a copy of the "Annual Review," published by the Gazette Company of Cedar Rapids, Iowa. It is printed in magazine form, containing 128 pages and is a credit to Cedar Rapids, and also the Gazette Company, who have shown themselves "masters of the situation," in giving their readers this Christmas offering. We are inclined to believe that everyone connected with their paper has taken the same interest to make this a success that the company have shown. The embellishments, some 300 in number, have been originated and perfected by themselves and are worthy of much more than a passing notice. Such enterprise as this is what makes any newspaper a success both in worth and circulation. The printing of this elegant souvenir is all done by Dawley &

Metcalf, the gentlemen who have the contract for THE RAILWAY CONDUCTOR, for 1890, which is a sure guarantee of faithfulness and elegant work. Success to the *Gazette*.

Anyone knowing the whereabouts of Brother E. J. Palmer, last heard from at Kansas City, on the Rock Island, will kindly inform Brother H. L. Grimshaw, Secretary and Treasurer, Pike's Peak Division, No. 244, Colorado City, Colorado.

From a note received by the Grand Secretary and Treasurer, we learn that Brother F. E. McFarland, of Tacoma, Washington, a member of Denver Division 44, has been appointed general yard master of the Union Pacific Railway at that place. Another going to the front. Keep on brothers, until the places are all filled. There are plenty of chances open, and it is for you alone to say who shall go to the front in the railway service.

Two countrymen from Marion, Iowa, called on us a few days ago; came in with their overcoats on—one of those terrible hot days—and introduced themselves as Mitchell and James. They were strangers to us, so we invited them to lay aside their overcoats and take off their hats, but they both refused, saying they could only stay a few moments. One of them, the largest, put his feet on the editor's table and the other put his in the waste basket, and they opened up both at once, on the story telling business. For a while Charley was in the lead, and then Jim was ahead. We marked a tie several times, and finally called in Brother Sackett to decide which should win the prize. He listened for an hour or so and finally called it a draw. We could not have decided, had we been obliged to, as they were both experts at the business. Come again boys, and we will refer you to a treatise we have on the art of telling stories through the telephone.

Charles A. Brant, a gentleman who was born in Russia, has travelled all over the world, and for a long time has been in the service of the Chicago, Milwaukee & St. Paul R'y, in their dining car department, and lastly in charge of the elegant depot dining room in Milwaukee, has received an offer of \$5,000 a year to take charge of a new hotel in Montevideo, South America. His friends tell us that he can prepare anything from a chicken to an elephant, so that the dantiest stomach will relish it, and it will produce no injurious effect. Success to you Charley, in your new undertaking.

We notice that a meeting of carpenters was held in Jersey City a few days ago. Several speeches were made in which arguments were advanced that the World's fair, if held in the city of New York, would be a disadvantage rather than a

blessing, from the fact that when the work was accomplished there would be so many men out of work that it would be a curse rather than a thing to be wished for. It is probable that this would apply to any other place, just the same as New York. It seems to us that this is entirely a new version of the situation. On the same principle it must be a detriment for either a city, state or nation, to have any public works projected, and the Almighty must have a grudge against the poor laborer as well as the carpenter, in giving us a bountiful harvest, and this year he has been especially severe in the state of Iowa, where such crops were never before seen. But it is very possible that Congress will not stop to inquire of the Jersey carpenters whether a fair shall be held in 1892 or not. But, if their decision should influence the people of these United States of America so much that it might fall through, we feel that Columbus even at this late day, would regret that he ever discovered New Jersey.

Brother Clark, Grand Senior Conductor, spent a day at the general offices lately. He finds the different Divisions taking up the work with alacrity, and all seem well pleased with the same. His visits to the different Divisions in the district apportioned to him have been enjoyed by the members thereof, as letters to this office show us. We are very glad that the interest is taken in the different Divisions that is so apparent, and also that the work of the Grand officers is thoroughly appreciated. Brothers, attend your Division meetings. Get acquainted fully with the work, and also with each other. Learn to be foremost in all good works, and charitable one toward another. If you think a brother is wrong on any question that is important to the Order, try to reason with that brother in a brotherly manner. Convince him of his error, not with a club, neither with a spirit of vindictiveness, but with feelings of brotherly love "one toward another."

We learn upon good authority that Mr. George C. Smith, for many years the efficient chief engineer of the Chicago, Burlington & Quincy R'y, has tendered his resignation, for the purpose of accepting the position of chief engineer of all the roads controlled by the Barings, bankers of England, in South America. Also one, 600 miles in length, which is now being constructed from Montevideo to Paysante. We are personally acquainted with Mr. Smith and have been for a good many years, and if anything that we might offer in his behalf, would add even a might to his capabilities, or his faithfulness, in any position he has ever been called upon to fill, or his ability to always make everyone whom he may come in con-

tact personally, feel that he is a thorough and true gentleman, we would gladly give it. But in some men's lives their acts speak louder than words, so we simply wish you God speed, George, in your labors in your new and untried field.

Will the brother who kindly sent us a communication from the far west, and signs himself "Oregon," please to give us his name. Such thoughtlessness as this causes us any amount of trouble and inconvenience. We have repeatedly stated in as brotherly a manner as we are capable of doing, that we *can not* publish any communication without the writer thereof will give us his name. We do not care to publish it, and we can not conceive why our correspondents will not live up to these requirements without our repeatedly asking them to do so. Brother, give us your name so that your very good item may appear in the next number.

We notice in one of our excellent exchanges, *The Railway Age*, an account of several gentlemen who united and purchased two thousand acres of land in Marion county, Florida, for which they paid \$1.50 per acre; yesterday they received a telegram that a very rich vein of phosphate had been discovered, and their agent had been offered \$75.00 per acre. We always thought that Florida investments would bring rich results if those who invested would only be patient and let time have a wrestle at it. Some three years ago, the editor and some three or four hundred smart business men purchased each a lot in a new town in the same state; we paid \$1.50 per lot. After waiting two years we sent one of the aforesaid down there to see how the lots were getting along. They were all O. K. At first sight our agent did not feel very happy at the outlook, but upon gaining later and more costly information he became very favorably impressed with our purchases. There were about 400 town lots close to town, but covered about twenty feet deep with water. Some enterprising gentleman had been out in a boat and surveyed them, and they were all duly blocked. The streets were not named and probably will not be for some time to come. He writes us that the uniformity of the lots is very marked, and it may be possible that in the course of time the course of the bay may change and they will become very dry. Our agent has never returned, as we have leased the ground to him, and he is raising young alligators for northern conductors who may visit the southern country. We would advise everyone who has \$1.50 to spare to invest it in Florida real estate, wet or dry.

We were reading in the *Railway Age* a few days

ago, a little item "How the General Manager and the Conductor got Acquainted," stating that two brothers who had long been estranged and bore no particular affection for each other, at last got together and have become excellent friends. We could not help thinking how true this is of so many people in this world. (We have no reference to the ladies, they never disagree,) but so many people are in the same line of business, even neighbors, who fall out at some trifling, disagreeable matter, one perhaps a little too obstinate, and the other quite too unyielding. They fall out about what? O, nothing, and do not speak to each other perhaps for a year. What a dear, precious way to feel, when, in nine cases out of ten, a fair, candid talk, would set all things right and the world would keep moving on just the same. This is a subject that is worthy of a little thought by all our readers; there is trouble enough that comes to everyone, that we seemingly can't prevent. Then do not court these difficulties that make life so unpleasant. But be willing at all times to live and let live; to yield a little and forgive a trifle and the world will be that much happier.

J. H. Ruben was the name we first noticed on a plain and simple card which dropped slyly out of a beautiful envelope, post marked Bloomington, Ill., Dec. 13th. Now we did not say that J. H. Rubin was plain and simple, for if we did he has some good children that would pull our hair until we were "red headed," and as we remember them for some kind favors shown us in the past, let us wish them a "Merry Christmas and a Happy New Year." But the thread of our discourse is off, so we return to the envelope, and out drops a beautiful complimentary to the Seventh Annual Reception and Banquet given by Bloomington Division No. 87, O. R. C., Friday evening, Dec. 20th, 1889. We forgot the ladies were included. The whole paraphernalia was arranged in elegant style, and with the exception of the card, closed up like a sachel, or bag, or case, or something to carry a fan or an opera glass in. You see we are posted from the fact that the lady has been shut up in the garret for ten days, at work on one of these articles, and every time she hears the door open, the millenium is coming, and all we hear is "There, Good Lord," and then we know she has dropped her work on the floor and has sat down over it. It is old gold and blue and satin and silk and cords, but it is all bought with paper. Here we are again, off of the subject, and we ask the brother of 87 to excuse us because we have written a good many words this last month of the year, so we will do the next best thing and wish you much happiness on the evening of December 20th, 1889.



John Kernan, member of Huron Division 121, employed as conductor on the Dakota division, C. & N. W. R'y, fell from his train at Oakes, Dakota, on the evening of October 14th, being run over and fatally injured. On receiving the sad news here at his home in Huron, a special train was immediately sent, conveying his wife, and company's surgeons to the place of accident, 136 miles distant.

Brother Kernan remained conscious to the last and fully realized that none could help him, only bravely trying to hold out till his wife reached him. But while willing hands of friends and brothers, and physicians did all in their power to prolong life, it was not to be, and he quietly passed away twenty minutes before his wife reached him.

His remains were taken to the home of his parents at Ironton, Wis., for burial, accompanied by members of Division 121, acting as pall-bearers, and there, in the quiet cemetery, among the hills where he had played in his childhood, he rests.

His sudden death was a painful shock to his many friends, all of whom deeply deplore his sad and untimely end. Having formerly been employed on the Madison division of the C. & N. W. R'y, and during the last six years on this division, he had made many friends, among the employes and the public. Being a man of exemplary habits and very much attached to his family, it was with much regret that we found he carried no insurance, which can only be accounted for by his having felt as many others felt that "nothing will happen to me." How soon will brothers learn that death must come to all, and that not one of us is *doing his best* for the dear wife and little ones at home, who is not carrying an insurance policy. How much easier it would be to leave home to take out your run, and how much more proud and manly you would feel when you come home and receive their loving greetings, if you were protecting them from hunger and cold charity, by carrying an insurance. In this matter there is no time for delay.

Brother Kernan was only 32 years of age, and left a wife and two small children, one but three

weeks old, who have our heartfelt sympathy, and shall receive all the assistance we can give them. We desire to thank the officials of the C. & N. W. R'y, for special train service to and from the place of burial and other courtesies extended. Such kindness is not forgotten.

F. R. PECHIN, C. C

LOUISVILLE, Ky., Dec. 4, 1889.

At a regular meeting of Monon Division No. 89, Order Railway Conductors, held November 10th, 1889, the following resolutions were unanimously adopted, in the memory of the wife of our beloved brother, P. H. Gallagher:

WHEREAS, God, in his infinite mercy and wisdom, has called the wife of our beloved brother, leaving him and his little children to mourn the loss of a good wife and mother, that as each and every brother felt the distress and condolees with their brother in his irreparable loss, therefore, be it,

Resolved, That we extend our untold sympathy to him in this his severest hour of trial, urging him to be reconciled, as God doeth all things well, that if he only asks he will receive. He notes the fall of the sparrow. Blessed is he that puts his trust in God.

Resolved, That these resolutions be spread upon our minutes, and that a copy be sent to Brother Gallagher, and that they be published in THE CONDUCTOR.

CHAS. TURNER,

R. W. LAWTON,

Committee.

HALL OF LONG PINE DIVISION NO. 173.
ORDER OF RAILWAY CONDUCTORS,
CHADRON, Neb., Dec. 1, 1889.

WHEREAS, God, the Supreme Ruler of the Universe, having seen fit to remove from our midst our esteemed brother and dear friend, G. Kirkpatrick.

Resolved, That in humble submission to His will, we bow and are conscious of our great loss.

Resolved, That in his death we have lost a true

brother and his family an upright and loving husband and father.

Resolved, That those traits of character which have endeared him to us and all who knew him, are worthy of our emulation and to be held in lasting memory.

Resolved, That this Division extend to the stricken wife and their relations our heartfelt sympathy in their bereavement.

Resolved, That these resolutions be placed upon the records of this Division and a copy of same be presented to the family of the deceased, to the city papers, and sent to the official journal of this Order.

A. M. WRIGHT,
GROVE H. BENSON,
R. FLANDERS,
Committee.

HALL OF LONG PINE DIVISION No. 173.
ORDER OF RAILWAY CONDUCTORS,
CHADRON, Neb., Dec. 1, 1889.

WHEREAS, God, the Supreme Ruler of the Universe, having seen fit to remove from our midst our esteemed brother and dear friend, Charles L. Sellors.

Resolved, That in humble submission to His will we bow and are conscious of our great loss.

Resolved, That in his death we have lost a true brother and his family an upright and loving husband and father.

Resolved, That those traits of character which have endeared him to us and all who knew him are worthy of our emulation and to be held in lasting memory.

Resolved, That this Division extend to the stricken wife and their relations our heartfelt sympathy in their bereavement.

Resolved, That these resolutions be placed upon the records of this Division and a copy of same be presented to the family of the deceased, to the city papers, and sent to the official journal of this Order.

A. M. WRIGHT,
GROVE H. BENSON,
R. FLANDERS,
Committee.

At a meeting of R. B. Hawkins Division No. 114, Order of Railway Conductors held December 1st, 1889, the following preamble and resolutions were adopted:

Whereas, It has pleased the Almighty God in his divine wisdom to remove from our midst within the past year Brothers William Connor,

John Ward and Samuel Oliver, therefore be it

Resolved, That in the death of Brothers Connor, Ward and Oliver this Division and the noble Order has lost three true and worthy brothers.

Resolved, That we tender our sincere sympathies to the wives and families of our deceased brothers in their sad bereavment and commend them to him who doeth all things well.

Resolved, That these resolutions be engrossed upon the minutes of our division and a copy sent the bereaved wives and families, also a copy sent THE RAILWAY CONDUCTOR for publication.

CHAS. STROUD,
GEO. E. VANCE,
A. BORLAND,
Committee.

From Brother Chas. Ireland, Secretary of Friendship, Division No. 83, Beardstown, Ills., we are advised that Brother M. Flaherty and wife of that Division, have been called upon to part with their little Francis, who died on Sunday Dec. 1st, aged 15 months, being the second child they have lost within the past year. We sincerely trust that when we offer the tender sympathy of every member of the Order, in this their double affliction, that they will realize that all have a feeling of love that if it were possible, will find a lodgment in their hearts that may help to assuage the grief they are experiencing.

Many of the brothers will be pained to learn of the sad and untimely death of our esteemed brother, Geo. Robinson, who, on the night of Nov. 22d, while in the discharge of his duty, when proceeding west with his train from this city, was brought to a stop by a freight train on the bridge that spans the river at Vaudrieul. Anxious to ascertain the cause of delay, he stepped down on to the bridge and from some unknown cause fell over the side into the rushing waters below and was rapidly carried beyond all human aid, it is feared never to be seen again, notwithstanding the untiring efforts that have been made by his many friends. We who know him best can testify to his genial, unselfish nature. Quietly he pursued the way his business instincts pointed out to him and in his honest, straight forward manner of dealing he made friends of all with whom he came in contact. Mount Royal Division No. 75, loses one of its most devoted members in the death of Brother Robinson.

Yours in P. F.
J. H. E.



AT EVENTIDE.

[The following beautiful poem—in unmeasured rhythmic feet, but full of the poesy of the Muses, describes the vision of a lovely and lost friend. It was written by Francis B. Wheaton, wife of the popular Grand Chief of the Order of Railway Conductors. "not," as she says, "without misgivings as to its merit," which are entirely unnecessary, as it is one of the purest and sweetest efforts we have perused in a long time—*Elmira Star*].



The air was soft and balmy, full of the twitterings of birds as they soothed and nestled their little ones to rest, and with innumerable other sounds that bring peace and comfort after the labor of the day. The sun was making its westward journey, filling the sky with indescribable grandeur. While watching the beautiful scene the clouds took unto themselves shapes that filled me with delight.

Between snowy banks I beheld a silver sea, bluer, calmer and more placid than ever a sea was known to be. On its bosom were mystic ships with sails spread; silently they sped on their journey and safely reaching the harbor were lost to view.

Suddenly the blue and silver sea was changed to one of gold; and across its shining surface I beheld another ship freighted with heavenly passengers. The white-haired captain and all the silent crew go to and fro, fore and aft, but there is never a sound as the vessel rises and falls and rides steadily on.

But over me comes a restless longing to break the awful stillness and ask a few questions I fain would know. So reaching out my hands to the captain, whose form is bent with the weight of many years, I cry, "Tell me, oh venerable boatman, is there no message from my heavenly sailor, who crossed the golden sea; who sat in thy phantom boat; who leaned on thy strong right arm?"

The silent old man only paused and sorrowfully shook his head.

"But boatman, oh merciful boatman, I implore thee! there must be a good word from your heavenly shore?" Once again I cry, "Oh, boatman, rest from thy labor and harken to my voice. In the years that are gone thou didst have little children who played about thy knee; whose arms clung lovingly about thy neck; whose lips met thine in tender kisses, and thou didst love thy little children, and thou wast a sailor and sailed the seas in stormy as well as in sunny weather; thou never feardst the gale, for thou didst rule thy crew with patience and love.

"But one day a higher captain called thee on duty for a voyage far different from any thou hadst ever taken; and thou wast compelled to obey and leave thy boat and crew and thy little children. And, good boatman, another sailor was needed to make up that good ship's company, and another father was called, who put on the white uniform and didst sail with thee.

"Now, oh gracious captain, tell me of that voyage out of the storm of darkness, pain and weariness of mortal life, didst thou sail into the sunshine and smooth seas and ride safely into the harbor of immortal life? Let the memory of thine own children plead for the child of thy sailor and give me thine answer."

I could see the sailors as they performed their work, and beheld the rise and fall of the boat, but across the stillness came no sound but the echo of my own voice with its plaintive tone; for the questions brought no answer until looking again I saw the stern old captain with his faithful crew about him, and in their midst, oh, blessed sight? I beheld my loving sailor. With a cry of joy I stretched out my arms that I might be taken to the breast that had sheltered me in childhood, but although I could see only love in the dear face, I could feel no arms about me, no tender kisses on my lips; for the boat glided on; the distance widened; captain and crew bowed their heads as

the silence was at last broken and I heard a voice saying :

"Peace be still !
Bow thy head, and take
Life's rapture and life's ill
And wait—
At last shall all be clear."

The music of the words soft and low, yet sweet and clear, lingered on the air, and I saw the boat drift in through the golden gates of the heavenly harbor, and captain, crew, and my loving sailor were lost to view.

The golden glory faded from the sky ; the birds were at rest, and I was alone, but was cheered and comforted.

WEVIE.

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Thoughts.

"Read, to gather tho'ts," some author says. Methinks if the thoughts of some readers could be gathered together, they would resemble the contents of our grand-mother's chip basket. A great many sound, clean hickory, maple and iron-wood on the top; towards the center more of the same sort only smaller and closely packed, and in the bottom saw-dust and chaff; answering to the small talk of youth. Such a basketful would be a good representation of a good moral character, whose possessor had made the trial of life and came out with all that was best at the top, and the foolishness and folly of youth crowded down to make room for something better.

This would be better represented by a few snappy splinters laid across the top concealing the vacuum beneath, and I fear we have too many of the snappy sort of characters in life to deal with. Too many of the snappy, vacuum-underneath sort of books to read, emanating from snappy brains, to feed others of the same sort. Books with a lack of the faith that strengtheneth all things; books as well as mankind. Faith, without the aid of which we sink, tired and discouraged by the wayside.

LA CROSSE.

Home Upholstery.

The covers of well-made chairs, sofas and upholstered furniture yield to wear and tear long before other parts do, the woodwork generally outlasting a number of covers. It is less of a job to re-cover such furniture than one would suppose, and many a dollar could be saved by careful housewives with little detriment to the appearance of the work if they would undertake the doing of this themselves. The old cover carefully removed by drawing the tacks and laid out on new material, furnishes a perfect pattern for the new cover. So of any linings, back covers, etc., etc., that ought to be replaced. Care should be taken to

mark the place of the buttons on the new cloth before it is brought into position for fastening. Usually the springs will need to be changed for new ones. You can procure such of any upholsterer at about the price he would charge if he was to put them in himself. Buttons, tacks and other trimmings can be picked up at dry goods and furniture stores. As a general thing the expense of these is small. The material may be procured from the same source. In choosing a fabric do not be misled into taking one of poor quality because the price seems low. The best is the cheapest here, in the long run, always.

One of the best fabrics for covering furniture is mohair plush. It is handsome and in point of durability can hardly be excelled by any other material. Silk plush will not begin to give equal satisfaction to the other. If less expensive material is wanted, a good quality of cretonne is pretty. Ready for work, put the springs, linings and so on in place precisely as they were before. The outside cover should be exactly the same shape as the old one was. This brought in place should first be secured by buttoning down. For this use a large darning needle, and double linen cord. Push the needle up from the under side, string on the button, and return the needle a little to one side the starting place; then tie the threads tightly. After the buttoning is evenly done all over, tack down the edges. Do not start at one place and finish completely as you go, but first stretch out the cover and drive in a stray tack here and there, all around, at first. After tacking, trim off the edges of the cloth where needed, and finish up with upholstering gimp, either fastening this with ornamental tacks or sewing it on with a crescent-shaped needle. A coat of furniture varnish or oil over the woodwork will complete the job. Old cane-seated chairs can be fixed up very nicely by cutting out the old seat. Fasten straps made by quilting together, on a machine, four thicknesses of heavy bed-ticking around the pieces to which the canes had been fastened, and make secure. Eight such straps are used, four at right angles to the others. These support a cushion; make a little larger than the chair frame. A row of fringe will hide the pieces over which passed the straps. The cushion is fastened to the straps.

A comfortable little sewing chair can be made of a soap box, with a board as wide as the box for the back. Slats must be put across inside the box three inches from the top to support the cushioned seat, or the box turned bottom upwards and a slit made to insert the back, which should be slightly inclined outwards for comfort. Cushion in with anything in the way of old cloth, using straw or excelsior packing for the stuffing, with a layer of

cotton batting over it, and covered with cretonne.

A wicker rocker can be decorated very beautifully by the use of a few yards of satin ribbon. In the open work of the chair run in antique pink and dark copper-colored satin ribbons. It gives a pleasing effect to use ribbon one inch wide, and run the two colors side by side in the same row of holes, tying bows of the two colors at the four corners of the seat, and upon the arms of the chair.

Fancy cushions of all sizes and shape are so fashionable that every lady who is fond of needle-work should display her skill upon a pretty head rest to hang upon the back of an easy chair. The shape of the cushion or head-rest depends much upon the size and shape of the chair; but for an ordinary size a cushion twelve by fifteen inches would be a convenient shape. For the foundation of the cushion cut two pieces of strong muslin or ticking, the desired size and shape and sew together on three sides; leaving the fourth open to put in the filling. The stuffing should be of down or best of feathers. The velvet or satin is tied bag fashion at each end, the frill formed in this way being lined with satin. Mahogany plush with gold-colored satin is a very handsome combination. Finish with bows and ribbons of gold; the bows of ribbons should be fastened to the upper corners of the cushion, the two pieces of ribbon, each one-half yard in length, should be used to fasten it to the chair. For the centre of the head-rest either embroider a spray of flowers or applique.—*Canadian Queen*.

A Household Angel.

For a good every-day household angel give us the woman who laughs. Her biscuits may not be all right, and she may occasionally burn her bread and forget to replace dislocated buttons, but for solid comfort all day and every day she is a very paragon. Home is not a battle field nor life an unending row. The trick of always seeing the bright side, or, if the matter has no bright side, of shining up the dark one, is a very important faculty, one of the things which no woman should be without. We are not all born with the sunshine in our hearts, as the Irish prettily term it, but we can cultivate a cheerful sense of humor if we only try.

A Tooth-Pick Holder.

A tooth-pick holder is a pretty and useful ornament for a gentleman's room. Take a stiff piece of box cover, eight by twelve inches; cover neatly with golden-brown plush or velvet, and blind stitch a piece of yellow Silesia over the back. With a ball of rather fine gold tinsel fashion a

spider-web a little to one side and nearly covering it in width; stitch the tinsel to the velvet with yellow silk so that the stitches do not show. Thrust three or four quill tooth-picks through the web and daub them irregularly with gilt. In the upper right-hand corner fasten a small gilt cuff to hold tooth-picks. If you cannot get this easily at a fancy store, make one of pasteboard and cover with gilt paper. Fasten a small button at the top and paint it gilt. Two yards of orange or old gold satin ribbon will be sufficient to hang this by; fasten to both upper corners with a bow and ends at left-hand. A big toy spider may be tacked in the lower left-hand corner, just at the verge of the web. This trifle sells for \$2. If you can send to a large city for your supplies, it can be made for fifty cents.—*Canadian Queen*.

"No Effeminate Man in Mine."

In passing a group of ladies one day,
I incidentally heard one of them say,
What, at first, I construed as a joke:
"I told Mr. Blank I preferred he would smoke.
In fact, I do like a man who will use
Tobacco and cigars when he may choose,
The more the better if he so be incline;
I want 'no effeminate man in mine.'"

Then I concluded she said what was true,
Voicing the the preference of *more* than a few;
I wondered if she in her "standard" would let
In the consumer of the cigarette?
If smoking cigars made men who do it,
If tobacco gave strength why not chew it?
Why not more "manly" to also use snuff?
Would manhood be granted if one took enough?

Manhood's standard, let such ladies tell it,
Is in the strength of the breath, then smell it;
Then make it stronger by taking a drink
Of whiskey or beer until it shall stink.
When a man once becomes dissipated,
Such ladies with him wish to be mated.
There is an animal more manly than that
If such be the standard, called a polecat.

When man's unstrung through tobacco and gin.
They, with open heart, will bid him come in.
Cigars and tobacco this one prefers,
And the man who don't smoke "not wanted in
Such taste appears to some chaotic, [hers."
Since she "prefers," for her, a narcotic.
In opium smoke come visions ecstatic,
Why not "hit the pipe" and be quite erratic?

A man, then, whose breath, is clean, pure and
Will be ostracised by such ladies, neat; [sweet,
Although his eyes are as clear as the stars,
Unless he will look through smoke of cigars.
Do not complain, if one whom you trusted,
Learning you better, becomes disgusted;
And declares some day, foul breathed, with eyes
You, as his wife, are too manly for him. [dim,



One of the neatest exchange papers that is laid upon our table is "The American," published at Lake Charles, La. The character and tone of the matter in every number is most excellent, and we read it all, with interest and profit. As a newspaper, it is strictly for the interests of the southern people, and the country in which it labors. Such a paper should be appreciated and we sincerely hope that it may enjoy a circulation according to what it richly merits.

Scribners Magazine for December is one of the prettiest holiday numbers that we have ever seen; every article save one being complete in this issue. An entertaining paper from that genial gentleman and lucid writer, Edward J. Phelps, "How the Other Half Lives," by Jacob A. Ries, are excellent articles for Christmas entertainment.

"The Railway Telegrapher," published at Vinton, Iowa, in the interest of the railway telegraphers of North America, comes to us in a new Christmas dress. Improved in every way, its style and quality have received a new impetus and we heartily wish it success in its mission to enlighten and improve the service in every part of the country. Keep your conscience and editorials as bright and clean as your magazine of Dec. 15th, neighbor, and all will go right, even to the height of our wishes. "A Happy New Year."

Demorest's Family Magazine for January has come to us, in holiday attire, enlarged and improved beyond our highest anticipations. The second illustration, "Diana or Christ," and "The Last Prayer," are given as the experiences of the early Christian martyrs, when the name of "Christian" was sneered at by the multitude, and to any poor mortal admitting it, death was almost certain. And in these engravings, the love, faith and devotion of a noble woman are so ably and so beautifully shown. The "New Year Illustration," "The Little White Hearse," by Ellen Wheeler Wilcox, "Home Art and Home Comfort," "The Undying Voice," "The Infant Monarchs of Europe," Uncle Sam's Money," are a

few of the generous offerings of their New Year's edition.

The editor of the *New Era*, a paper published at Lenox, Iowa, a town on the C. B. & Q. Railroad, in the center of the blue grass region of Iowa, kindly mailed us a copy of his paper, a few days ago. Its editor is C. A. Cole Esq. The paper is published every Saturday morning; this is the third year of its existence. We know nothing of the population of this domain, but if the energy of the editor in showing off the town in the Christmas number, is any criterion of the size of the place, there ought to be not less than 250,000 inhabitants. It contains sixteen pages, largest size printing paper, and is a creditable showing for any publication. If the inhabitants of the blue grass region do not appreciate such efforts they are deserving of a flood or a drowth, next season.

We have received from the Chancellor of the new National University of Chicago the "Announcement" for 1889-90, a neat publication of sixty-four pages, which gives a list of forty non-resident professors who are well known scholars, many of them being professors of such institutions as the University of Virginia, Tulane, Boston, Madison and Lehigh Universities.

The Announcement gives thirteen under-graduate courses and an equal number of post-graduate courses leading to all the various college degrees. The institution is said to be modelled after the famous London University and provides examinations whereby scholars can secure degrees by non-resident study and examinations at home, thus benefitting a large class and solving many educational problems. It also agrees to teach "any person in any subject" by mail, and expects to introduce here the University Extension System of Great Britain, by which local lectures are given by the professors, thus bringing the University closer to the people.

No honorary degrees will be given. The tuition is moderate, and the University affiliates

with all other institutions by accepting their certificates. Two hundred students are said to be already enrolled. The Announcement will be sent free to any one who addresses 147 Throop street, and our readers who apply before January 1 need only pay the usual matriculation fee.

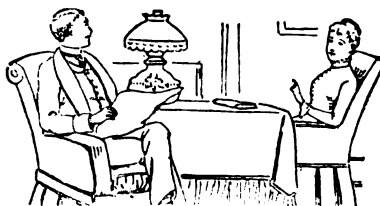
The *National Magazine* for January announces two new and valuable departments—"Biblical Literature" and "Pedagogy"—with Rev. J. C. Quinn, Ph.D., and J. S. Mills, A.M., President of Western College, as editors. Agricultural readers will be especially interested in the new "Institute of Agriculture," described in this number—a part of the University Extension System of the National University of Chicago, whose non-resident or correspondence under-graduate and post-graduate courses have met with such favor. Other articles are by Prof. E. A. Birge, of the University of Wisconsin, and eminent specialists. Subscription, \$1 per year. Sample copy, 10 cents.

The *Daily Union and Advertiser*, Rochester, N. Y., is emphatically the peoples own paper. Politically it is earnestly, honestly and fearlessly Democratic, and uncompromisingly devoted to tariff reform, but seeks always to treat opponents fairly. It is constantly introducing new and novel special features, and is a never failing source of entertainment and instruction to many thousands of readers. It publishes the news of the wide world on the day of its occurrence and abounds in special articles, essays and stories of the highest class and of captivating interest. Its market reports are full and complete, its political views are eagerly read by all classes of people, and its editorial utterances are quoted and copied all over the land.

On the first Saturday in January will be commenced the regular weekly publication of Bill Nye's inimitable letters.

For sale by news dealers at 50 cents a month.

Scribner's for January, 1890, will appear Dec. 21st. This is the fourth year of this valuable magazine. One new feature added to its other attainments is a department under the heading of "The Point of View," a few pages where many of its best writers can discuss any subject that is of a literary nature. These are intended only for the expression of individual opinions. Some of the writings in the January number are worthy of more than a passing notice. "Water Storage in the West," by Walter Gillette Bates; "The Right of the World to Thackeray's Life," "The Beauty of Spanish Women," by Henry T. Finck, are but a few of its choice selections.



Mr. Lee. "Why Addie, you needn't cry about it! I only said Mrs. Allen was a very well informed woman, and I wished you would follow her example."

Mrs. Lee. "Yes, and last week you said you wished I could manage to look as stylish as Mrs. Allen,—and she makes all her own clothes. But she has what I haven't."

Mr. Lee. "What is that?"

Mrs. Lee. "Well she gets all her information from a magazine they take. I admit that she knows everything that is going on, and is bright and entertaining in conversation; but I could do as well as she does if I had some source of information. She lent me the last number of her Magazine lately, and I learned more in one hour's reading, about various social matters and the topics of the day, than I would pick up in a month by my occasional chats with friends. It certainly covers every topic of interest, from the news of the day down to the details of housekeeping; and everything is so beautifully illustrated, too. Every time Mamie goes over to the Allens' she comes back and teases me to get you to take Demorest's Family Magazine, as the stories are so good. Even the boys watch for it every month, as a place is found for them also in its pages, and Mr. Allen swears by it. It is really wonderful how it suits every member of the family!"

Mr. Lee. "Well, perhaps I had better send for a Specimen Copy, for, if it is anything like you say it is, it will amuse and interest the whole of us."

Mrs. Lee. "I see that W. Jennings Demorest, the publisher, 15 East Fourteenth street, New York, is offering to send a Specimen Copy for 10 cents, so we can't lose anything, as each number contains a 'Pattern Order' entitling the holder to any pattern she may choose, and in any size—which alone makes each copy worth 30 cents, and I just want a jacket pattern like Mrs. Allen's. The subscription price is only \$2.00 a year, and I must say I can't see how they can publish so elegant a Magazine for so little money."

We will send THE RAILWAY CONDUCTOR and the above magazine for \$3.00



DECEMBER 20, 1889.

EDITOR RAILWAY CONDUCTOR: When, oh, when, will our members and the conductors of the country wake up to the idea that it is their duty to protect themselves first, and if anything else is to be done, let those to whom they are under no obligations take care of themselves? Almost daily our members are asked to do something for someone outside of their legitimate line of work. Yes, not only asked, but are doing it, and scarcely a month rolls away without a record being made of the dismissal of a conductor for favoring some one. Again we ask, when and where will it stop? Are we under more obligations to others than to ourselves? Certainly not. Then why jeopardize not only our own living, but that of our families, by such acts? The future of the American conductor depends more upon himself and his own acts than any other one thing. No organization can sustain wrong doing and live, to say nothing of being a benefit to its members. Parading wrongs before the public will not right them. Would that every member would take this matter to his Division and there inaugurate measures to right them, instead of making them common talk for all who are on his line of road. Assertions that the Order cares nothing for its members goes for nothing in face of facts. We do not feel at liberty to print and make public quite all of our business affairs, and of course meet with condemnation from some because we do not, but the Order will not change its course to meet petty objections like these. It is true the more prominent the organization, the more you will find that are willing to condemn. The Order has never assumed that it could operate railway lines or were better judges of their financial capacity than those in charge, and is not in sympathy with such methods; and while we can prove that the acts of others are discriminating against us daily, we can bide our time and by honorable and gentlemanly methods secure the desired result. We are aware that it's much

easier to carry forward an undertaking by appealing to the baser passions of men than to their reasoning powers. Yet it is not always the easiest way that gets the permanent results. As a rule, members expect too much of organization, and are willing to give but little to it, in a word "get something for nothing." Great results are only reached by united efforts and in the case of our Order, they can be shown in each case. One member says "the Order has never done anything for me," and when asked if he had ever needed or asked for help said: "No, sir," with great promptness. The results of last month's work were worth thousands of dollars to our members, as they are lasting. Have you any stock in our building? Look it up and see if you do not think it to your interest to invest a few dollars. I am sure you cannot go amiss. Wishing one and all a happy, bright and prosperous New Year,

I am sincerely yours in P. F.

C. S. WHEATON.

CHICAGO, Dec. 1889.

EDITOR: Since writing my last letter to THE CONDUCTOR, I have made quite an extended trip, visiting Divisions 102, 192, 62, 189, 16, 15, 13, 2, 64, 145, 73, 20, 193, 134, 26, 135, 148, 139, 210, 205, 184, 140, 136, and 239, at most of which a meeting was held, but in a few cases business being so good that it was impossible for brothers to get off, and no meeting could be held.

I believe from this time forth a better attendance at the Division meetings will be the result of the new work, as we have now as good a secret work as any organization of our character, and that it is much more interesting than the old, has been acknowledged by the brothers, and I have been told by members all around where I have visited, that they were going to give the Division meetings their attendance in the future, that they are more interested than they have been before, and that they will try and induce other brothers to attend, feeling satisfied that they will be repaid.

Now brothers is a good time to give this matter your individual attention. You have all as Divisions, had your election of officers. Now do you think that by coming once a year to the Division and taking part in such election and paying your dues, that you have done all your duty. I say no, by no means. Your duty has just commenced. You have helped to elect these brothers, it is your duty to give them your assistance; they desire and expect it. You have no right to assume that they, and they alone, can in any sense make the Division a success. That can only be done by the individual members themselves trying to bring about that result. That a great deal depends on the officers, I willingly admit, but you as members, each have a personal responsibility resting on your shoulders, and it is a duty you owe to the Order and to yourself, that you discharge it as becomes a brother. If anything is worth doing, it is worth doing well. So with this; our Order. So long as you retain your membership, your best efforts should be exerted to make it a success. If you are not willing to do this, I believe it is your duty to leave it to those who are willing to do so, by leaving them to themselves. Take yourself away and be satisfied that you have acted in good faith, both to yourself and the Order.

To-morrow I expect to attend a union meeting. These meetings can, I believe, be fruitful of much good, and I only wish that one might be held every Sunday in different sections of the country. I find that brothers in Virginia are quite desirous of having one, and I trust that the G. C. C., will be able to give them an early date.

The past two days have been spent in the south and the latter part of that time amongst the mountains of Virginia. One finds, on awaking after riding all night that he is in a town or city completely hemmed in by mountains, with no way in view of getting out, and it looks as though the only way would be by going out with a ladder. But of course there is a way out as there was in, and we finally found it, at the same time regretting that we had to leave those who had treated us so kindly, but with the satisfaction that we would at some future day return and spend a second day in their midst.

I desire to thank most cordially, all those brothers who so kindly tried to make my stay amongst them so pleasant, and assure them that they succeeded beyond any question.

Yours truly in P. F.,

C. H. WILKINS.

DEAR BROTHER EDITOR: After writing from Marquette, I met with Division 240 there, and had a very pleasant visit with them. Their Division is small in numbers but they are a good working Division. From Marquette I went to Brainerd, where I met with Division 197. We had a good meeting and stayed in session until we were driven from the hall by another organization, who were holding meetings in same hall. This Division has taken in twenty-two new members this year, a showing to be proud of. I was given an invitation to be present at their public installation of officers and ball, on Dec. 16. Of course I would like to go, and equally of course, I cannot.

From Brainerd, I went to Winnipeg and met with 47. The membership of 47, is very large, but they are also very widely scattered. We had a very well attended meeting and a very pleasant little supper after. The members are very hospitable and I made some very pleasant acquaintances, which I hope to have an opportunity to ripen into warm friendship.

For some reason Division 236, at St. Cloud, Minnesota, did not get notice of my arrival and no meeting was arranged. I met brothers Wirt, Snicberger and Patton, with whom I had a pleasant visit, and went on to Minneapolis, to meet with 117. We had a large attendance, between fifty and sixty, and the entire afternoon was spent on the "new work." I am going to meet with 229 next Sunday, 246 Monday, 95 Tuesday, 244 Wednesday, 247 Thursday, 36 Friday, and 132 Sunday. From there I am going home to spend Christmas with my family, having been away from home since November 9th.

Wishing you all a Merry Christmas and a Happy and prosperous New Year,

I am yours in P. F.,

E. E. CLARK.





THE NEW YEAR.

With this number of the RAILWAY CONDUCTOR we commence the New Year. For seven months its pages have been under our supervision. Whether we have disappointed our friends and been a plague to our enemies, as far as we are personally concerned, is among the things that are to us, unknown. If we have utterly failed in our endeavor to please our readers, if we have disappointed the hopes of many, who anticipated and expected better things than have been accomplished, then the fault lies entirely with us. For we have had any amount of friendly advice as to how to run a periodical, and it is not because we are stubborn, self-willed or obstinate, that it has not all been followed. On the other hand it would be, and is, our greatest wish to please everyone, and have nothing in its pages but just what every member of the Order desires to see. But, unhappily for us, not for them, among the 15,000 members and 40,000 readers, there are no two that are at all alike; no two think alike. What would and does please one, can not and will not satisfy the other, and were we to try to do as everyone wishes us to do, we would now be an inmate of some lunatic asylum, and some one else would be obliged to wish you all a happy New Year. We have no excuses to offer because the former issues have been no better than they have. Neither promises for the future, more than the plain and simple one that experience should be a great benefit to every person who has undertaken this kind of work. Had the Grand Division placed a sum of money at our disposal with which we could pay a handsome sum to some of the eminent writers of the day, such as all first-class periodicals have to do, our lot would be very easy, and no trouble to compete with the majority of the prominent magazines of the day. But this is not allowed, neither can it be expected, for the reason that the conductors and their families for whom the CONDUCTOR is designed, are not reveling in

wealth, and are not able to pay for such luxuries, so we are compelled to do the best we can with the means at our command, and what little faculty we possess in catering to the tastes of the conductors of America. We do, however, really believe one fact; that is, that all that has appeared in the RAILWAY CONDUCTOR has been of that nature that no one can complain that it is not moral in its tone, and although the most cutting and smart sayings have not figured either in its friendly communications or editorials, there has on the other hand, been little to offend, and the general tone of all has been that of "Brotherly Love" and "Perpetual Friendship."

For the year 1890 we anticipate that we may be able to draw, not on our imagination, but from some sources that may come to us in our work in the shape of offerings from a few of our personal friends in the railway service whose writings will be read with pleasure by all of our numerous readers. This will, of itself, tend to vary the monotony of some of our reading matter that is kindly tendered us by some of the members of the Order alone.

Brothers, since January last, you have received seven numbers of THE CONDUCTOR'S MONTHLY, and ten of THE RAILWAY CONDUCTOR. In the year to come you will receive twenty-four numbers; each year they will have cost you and your family \$1.00. Are they worth it? do you begrudge this \$1.00? Are they not worth to your children, in years to come, more than one hundred cents? Or, had you and your family rather part with it, and use the dollar for something else? Put it on the basis, even, that it is ever so poorly managed, is there not, even then, a dollar's worth of information in the year's reading? Will the children read the story in the Christmas and the New Year's number and throw it one side and say they are not worth reading. If so, we will impart to you a secret worth knowing. It shall cost you

nothing. So you cannot complain of the price if it is good for nothing, and not worthy a place in any respectable magazine. Any one of you please sit up some night, and out of your own knowledge and memory, without borrowing the thoughts or words of others, write one that is a great deal better, and we will gladly publish it; and, aside from all this, write an elegant testimonial that you will not be ashamed to read to your friends and your children. There is not one taint of egotism or pride in our nature. If any member of the Order can write any editorial or worthy communication in better style, in better taste than we can, send them along with lightning speed, and every one will find a place, a worthy place, even if our own be crowded out forever.

But there is one thing you cannot do, my good brothers; you never will do it either—for the very simple reason, "you are not built that way." You can never listen to the words of greeting that have come to us because we have done as well as we have been permitted to, with any less egotism than we have felt. You will never listen to the words of criticism that have been offered by those who little anticipated that secrets are always kept, and still feel the kindest regard for these good brothers, who, having a moments leisure, score the editor because he is the handiest person in the world to dedicate their anathemas to. And they never stop and think: "could I do any better, were I in his place?" And when any of you really believe that you have a heart that will go out to the troubles and suffering, wants and anxieties of your fellow man and brother; one that takes in their frailties and misgivings, and throws around them all, the blessed mantle of charity; one that forgives when forgiveness seems almost to be a falsity; one who lives to see others live to be happy. We say, when you gather about you the thought that you can discount the editor in matters of this kind, quietly lay down the "cue" and say, I will not try, for if you do you will be beaten in the attempt.

So, we offer to you all, our earnest, heartfelt wish, that this New Year may come to you as the happiest and most welcome one of your whole life; that, in the year to come, everyone may feel strengthened to live as a friend and a brother should do, forgiving the faults and follies that you see in a brother; willing to assist him at all times and in all places. Each and everyone resolving to live up to the principles you profess: that the Conductor of America may prosper in all things that bears the stamp of manhood, to the end that prosperity and happiness may crown all his efforts, to the advancement of the Railway employe, no matter what his profession may be.

THE WORK FOR THE YEAR 1890.

As the old year goes out and the new comes in, it is well that every member of the Order of Railway Conductors should arrange some plan that shall be a guide for his conduct, as a brother, for the year to come. Perhaps the first thought that may present itself is this: "Have I attended my Division meetings as often as I might have done in the past?" If one cannot gain any information by doing so, if it is a task for him to spend a couple of hours in the Division room once or twice a month, whereby he can learn many duties as a railway conductor, and assist his companions in all the duties that are required to be performed; if it be a tax on his time and patience, then one thing seems certain beyond a reasonable doubt, either the Division, the Order or the brother is radically wrong. If it be the Division, then your presence is material for its salvation; if it be the Order and its principles which are essential for its prosperity, then you are not doing a brother's part if you are not trying to create a healthy state of affairs therein; if it be your fault because you have no interest in the matter, either way, then it may be necessary and well for us to inquire, of what use are we, individually, as a member of this organization? Then, again, have we been doing our very best, in the past, to live up to its principles as set forth in the Constitution and Statutes, and as promulgated by its teachers, who make no mistake in their definition of what the principles of the Order are designed to be. If any or all of them are right, then he has a sacred duty to perform to live up to them, to the best of his ability. If any or all are wrong, then it is his duty to assist with all his might in eradicating the vicious ones, and in building up in their places live and healthy ones, that are for the best interests of everyone, and not for any particular person.

But, alas! there are so many in every society that sit down and grumble at everything that is attempted, pleased with nothing, finding fault with everything, and doing nothing on earth to bring about a different state of affairs, and help instead of hindering the means to eradicate the evils that they complain of themselves.

In these remarks we have reference solely and alone to the censure of the Grand officers, and all those who are engaged in defining the policy, the work and the perpetuation of the principles of the Order. We have no reference whatever to the invectives hurled by the dissatisfied ones, or for the antagonism that exists against the editor; we

have cared about these unpleasant features of the situation; they have worried and bothered us no little, as complaint after complaint has been made or written to, not ourselves, but other brothers, in regard to our inability to successfully perform our part of the work. They do not often write to us to this effect; but make their views known to some other brother, either by letter or word of mouth, seemingly forgetting that, although we have no ability, no tact for any business, still we do have ears to hear with, eyes to see with, and even friends who will "carry the news to Sarah." All that effects us is the fact that all these complaints are made to some one else; we hear and know of them all, but it is not an easy matter to answer a letter directed to some one else. If they would be brotherly enough to write this to ourselves, then there might be an explanation given and we might have a chance to find out what the trouble is, and very likely an improvement might be made, or, at least a better state of feeling arranged, so that the one who feels aggrieved might think differently on the subject. But a person who is smarter than all others can hardly feel satisfied to do this. It is pleasant and more efficacious many times, to impart this information to others, then they feel free to do the same thing, and the "hero" of the battle that is being fought, is, as they suppose, entirely unconscious that any fighting is going on, because the powder they are using is of the "approved pattern" and warranted not to smell. But, alas! the whiz of the bullet is sometimes heard, and the sleepy dreamer awakens in time to find out that a war is being carried on in his own country.

Now, we hope that no brother will for one moment think that there is one word in these remarks that is intended to be personal, or that the cause of them hurts us in the least; for it does not. But that such inconsistency prevails we are fully informed. We simply call them to mind because we are inclined to believe that the principle is wrong. They do not seem to us to be brotherly, neighborly, or Christian-like. We shall try to do our duty to the best of our ability; then, if others find fault, condemn or feel dissatisfied, we cannot help it. But we will say that we really believe that if a brother has a difference of opinion from another, or disagrees with him in any way, that in the majority of cases a better result follows by dealing directly with the offending brother, than trusting, in nearly every case, to a third party. Personally, we have not a particle of feeling in the matter, but these little things are true and they are worthy of being thought of as the resolves and reformations of the New Year are being formed.

I watched the old year go out last night; O, how quiet it seemed to me.

It was only the death of a few, few days, in the round of a century.

A few months of toil and trouble and strife, one spoke in the wheel of time

One platoon of soldiers, tired and weary, that faltered and fell out of line.

It seemed that the life went ebbing fast, that the end was only when

The castle had fallen, the walls had vanished, till the vision of what had been

Died out in its weariness, sank to sleep, without one murmur of pain;

And the only vision that was left of the year, never will come again.

I thought I could hear one sad good bye, just the faintest whispering, gone,

Like the sweet, soft sound of the organ's peal: a bird echo at morning dawn,

A dim, white speck of a fair, bright ship, in the distance, far at sea,

Going down 'neath the waves, and the only sound, "I'll never come back to thee."

Then the light was all gone, of the olden year, and the brightness was far, far away

In the echo of days that never return: only brought back in memory.

You never can bury them, they never die, though the dark clouds overcast;

The memory of days and months and years, never fade, for they always last.

So the old year left us so quietly, faded out all its strength and power.

How sad it seemed it must say good-bye just at the midnight hour.

The end had come, the life run out; The fading of what had been

Was the only semblance of living power that ushered the New Year in.

But it came, the New Year, like all others, one jewel thought just dropped;

That the Old Year went, and the New Year came: but the wheels of time never stopped;

They move right along from day to day; they gather no dust each year,

But rolling by your home and mine, they often leave many a tear

The old, faithful clock, in the sitting room, tick, tick, tick, hear it delve;

But the sound seemed a little bit sad, methought, till the last tick said, its twelve.

Then the calendar seemed to turn round again, '89 no more in sight,

But '90 has taken its usual place, only claiming its own, in the right.

And the hours went on so quietly, till the light of morning came,
And the sun shown out in its majesty, a golden sheet of flame;

And we wandered forth 'mid the busy crowd, and we heard the merry cheer

As the children sang, in childish voice, I wish you a Happy New Year.

So we joined in the chorus with might and main, let it ring to the spires so tall,

Let it reach the hearts of the poor and lonely, a Happy New Year to all.

May the kindly words be felt alway, may it give you a welcomecheer,

Though a sigh roll by for the death of the Old, one laugh for the new, new year.

May your sorrows be less than they ever have been, friends more loving and true,

May the blessings of life be multiplied, the sky more radiant and blue;

May the Home, Love, Life, of everyone, grow brighter till you reach the end:

Is the kindest wish, the most beautiful thought I can offer, as a dear, dear friend.

E. H. B.

A FEW THOUGHTS.

Railroading once more, yet only in memory. But as the old year goes out and the new one comes in if we have a heart that is humane, and a perception that is not blunted, with a bit of the old love left that goes out in kindness toward those with whom we have been associated for more than a quarter of a century, it is natural to recall, at this time, these old associations and live over again the scenes and incidents of the past, as they come to us once again. It is very probable that many, very many of our readers may think that we might better employ our time in writing something that would be interesting to you all. We have labored faithfully to do so in every other article that we have written, so we kindly ask you to bear patiently with this as it is the only portion of a holiday that we have had, or will have, and there are many, very many who will read this and will realize that they have not been entirely forgotten, although, time changeth many a one; and new pursuits findeth new friends and the old ones often forgotten or neglected.

So we will commence with Brother Wiers, for he is so very thin that the winds of December may pierce his form so that it may be too scant for a photograph, as he passes from one coach to another on Nos. 1 and 2, honest old John Ripley following in the wake, with hopes and tears that the good shepherd may be a little more kind to

the little flock than he ever has been before. And here comes Uncle Powell, who has spent a life time on the Northwestern, with a new one on the "Q," and if he has any enemies they are ashamed to own it. Scott Dewey on 13 and 14; we have lived as neighbors for 27 years; been friends, and as far as we are concerned ever shall be. Frank Murray, not quite as old, but just as happy, and every time he can gather a crowd around him they are happy too. Charley Johnston: the ladies say he is handsome; and if we were to contradict them, many a fair one never would read *THE RAILWAY CONDUCTOR* again—his good wife included. And his partner, Neal Ruggles; we can only remember his good qualities, and if he ever had any other, we never knew them; but he will never grow old to us; for there are a few things in this life, that circumstances and time never change; and although he has never married yet, it may be possible, that his good old father and mother, as they sit by their fireside, 'neath the hills in the good old mountain state, may still be thinking of the love he bears toward them. Frank Reese comes walking through the car as stately as a king, and some one might whisper: "he is proud and stuck up;" but as long as his friends think differently, little will he care. But yet, we know he is, yes, proud—of his wife and little daughter; yes, stuck on them both. And old Tom Hartman run on the Dubuque till his hair turned gray, and he knew every one, from Chicago to the Mississippi; and then they changed him off; but this did not break his heart. But there came a blow, when the reaper, Death, came along, and took for one of his sheaves, the fair-haired daughter, and never said, "with your permission Tom:" Ed. Poole is not forgotten in the list, and if it were not that the Aurora correspondent has told of his worth in this issue better than we can, we would say more. And Frank O'Neil, whose heart is twice as big as his body; he never chews "Fast Mail," but he runs it well. "May his shadow never grow less," and it cannot very much. So, here's a health to good old times, Frank. Frank Hughes, the sage of (not Canada) but "Downers Grove," "Have your tickets ready, please." Meets a drunken lout who says: "Haint no money nor ticket, Frank." "Go to thunder, I'll put you off at Saluda." Business first, last and always. And Ed. Degroot, the "blonde." If three and four won't make your hair curl, then you can throw your curling irons in "the scrap pile." Then there are Rossiter, Cone, Chase, Crane, Slossen, "the irrepressible Sep," and full, rosy cheeked Judd, a little younger, but none of them babes in the railway service. Horace Dodd, three D's, he ought to be Dr. of Divinity, of Laws, and all other institutions of D's.

And Dudley, Ed, here is the King B., he can remember when Col. Hammond was a baby; one of the old forty-niners, he goes back further than Lossing does in his history of "Who Discovered America," a trifle stiff and lame, but "still in the ring," and going to Rochester. And Ayers, not hard nor soft, but just Shell; "The Hunter of the Gang." Happy New Year to you and yours, J. K. P. Howland, or more naturally, Jim, with a heart that goes out and takes in the misfortunes of all. Frary, round the horn each day he goes. Mike Mount, about as near heaven as earth; he never was very fleshy, but good timber all the way through. Then the two Cunning boys, Aleck and Bill "Fox," upright, honest and big-hearted, and an ornament to any profession. Merrill, he ought to be a good conductor for his father was a railroad man before him. Billy McGowen, of the narrow gauge, he has no peer in any service. Lucas, well we will listen to some new Peoria story in the future, Charley. Richardson, Jim, James L. would not sound natural; a time card in one pocket, a Grand Army card in another, a few "Post" tickets further down, and a recommendation for a lucrative position in another. And we would not forget his great, big-hearted brother, who has gone where the flowers bloom all the fairer, and where the winter never comes. Ed. Flinn, who by-and-by, can sing of his run, "Listen to the same old story;" and we would not for the world forget that good, quiet gentleman, Colliver, no less worthy than any other, with the quiet Willard, as he goes along in the path of duty.

And we have not forgotten, nor do we think any the less of the long array of toiling freight men, but space forbids at this time. However, some other day you will not be forgotten. But excuse us if we do, in a friendly manner say one word in remembrance of poor Johnny Hart. He cannot hear one word we say, and the adversities of this life have no terror for him, for he sleeps, sweetly sleeps, beyond the river.

So we have remembered you as the old year dies out, and while we are but a poor writer, yet all remember that our memory is very good and we have for you, one thought, a "Happy New Year."

TO ALL WHO ARE INTERESTED.

One of the most important questions that will undoubtedly be brought to the notice of the Grand Division at its next session, will be that of our Mutual Benefit Department. The pages of THE CONDUCTOR are open for a wide and free discussion in regard to our laws as they are at present,

or any changes anyone may deem best to suggest for the better working of the department. There are a number of members that we could name who are capable of presenting plans for a more secure solution of this important question than has, as yet, been presented. If they will kindly do their whole duty in this matter, we shall be more than pleased. If not we may only deem it right and advisable to call them by name. We sincerely trust this may not become necessary; but that everyone who is holding clear and distinct views of his own as to the right method of upholding this branch of the work, will at once come to the front and do their duty in this matter. They come to us and write to us personally, and tell us, and define the right way. Now, this will not do because it is not the right way to do. The right way is to present your views where they will be heard by the delegates to the next Grand Division; so that they can go there prepared to act intelligently on the best plan that has been submitted. This is the right way to do; this is the brotherly way to act, instead of lagging back in the dark and railing against the present laws, as insufficient for our future wants. If the brothers whom we have in our mind will do this we will feel very much obliged to them. We will admire them more and more and they will think ever so much more of themselves, although their plan may not be adopted and some better one may. We dislike to make a publicity of these brothers names; will not do it if such a thing can be avoided. Yet, if worst comes to worst we shall be obliged to, because it is justice, simple justice, that every member does his duty and on an important question at issue, like this, it is a crime to withhold your opinions that are essential to the welfare of the Order. We are perfectly aware that many of our readers will carelessly say: well, this is pretty plain talk. Yes, this is true, and one thing more is just as true as this. The age that we now live in is an era of plain talk and the one who indulges in it and is honorable and honest in what he says, and will carry out his views regardless of fear or favor, is the coming man in political or social circles. Any person that unites with any society with the end in view that the space his name occupies on the roll of membership, or the room his form may occupy in the chair he sits in (providing he has any influence or any thoughts of his own) is a compliment or a blessing to that organization, was never more mistaken in all his life. The people that make this world, the ones that bring life into everything; that make it better, and gives it a healthy growth, are the live ones of this world; it is not the dead ones and the drones. And this

principle is just as pertinent to our social life as it is to any other phase that you may see fit to put it. Of course everyone realizes one fact that cannot be gainsayed; this is that some are endowed with more brains and better flow of speech than many others. Still, the one who has neither of these gifts to any great extent, can, with a little more force put forth, do something to make a showing. He can at least get up and say that he cannot do much. That it is impossible. That is praiseworthy from the fact that when he has done even this much, the ones that do the work know just how much to depend on him; he has done one thing that is honorable and honest, his position has, at least, been defined.

But it is not this class that we wish particularly to speak about in this article; it is the brother who is competent to bear his part in the strife; who knows himself that he is, and everyone else is aware of the fact. But, instead of doing it, he does not exactly like the way things are going so he sits back in his good old armed chair and grumbles at what we are doing, and everyone else, and grows mighty wise in the knowledge of all things, and first you know there comes an obituary notice that the brother has died with brain disease; when, if in life he had occasionally tapped that brain and let out a little of his knowledge for the benefit of others it would have been a great deal better for the society to which he belonged, his life would have been spared many years to his family, and he might never have died of "congestion of the brain."

New, we have in our mind a large number of these brothers; good brothers, you ask. Most certainly they are; but they are dying a slow and painful death because they are all the time complaining, and although that is hard work they feel that it is too much of an effort to get up and propose some way that is better than the road we are traveling in. So in all questions, important ones that come up for discussion, that are necessary to the life and the health of the order, rather than open their mouths to advance an idea that might divulge some plan that would save the patient, they sit quietly still and never say a word when awake, only to grumble when they sleep. They lie on their backs and snore for fear that some one else will not know or feel that they are dissatisfied with themselves as well as with others.

We like a live man for a partner in any business. It is preferable to a corpse every time. No matter if you do once in a while make a mistake, show your hand; come out of the bushes; show your hand if it is only a pair. Muster up a little courage; draw to them; be somebody and then we will know that you are alive.

So we admonish these brothers to express their views on the important needs of the Order, on all subjects. Bring them up in your Division meetings; talk over and about them; send your communications to THE RAILWAY CONDUCTOR; come out of the slough. Do something for your country and we will not be obliged to publish your names. And lastly; act as brothers. "Do as you would be done by." You will be happier, so will we, and everybody else.

THE WHEREWITHAL.

Our readers should interest themselves in the two Page Bank Portfolio with its seven words and thirty-one definitions, advertised in another column by the Wherewithal Manufacturing, Publishing Company, Girard Building, Philadelphia. It deserves the consideration of everyone. A little faith and a little more investigation on their part, would demonstrate the value of this invention and lead one to wonder why it has not more rapidly become universally used.

Every father and mother, son and daughter and school committees particularly, should look into this help to education.

A man, or any one, who, for any cause is deficient in education, will find in the Wherewithal, means to quickly supply his or their deficiencies if the battle is on for good education, (and we think it is) then there is a system of which we know of and, having tested, say it is good and true for all time to come, a wonder worker indeed.

The factories of the Dueber Watch Case Manufacturing Company and the Hampden Watch Company, at Canton, O., are the largest in the world, and the only establishment where complete watches are manufactured upon the same grounds, in the same locality and by the same firm. The great success of these two factories, rests upon two well known maxims, which have been successfully applied to the manufacture of The Dueber Hampden Watches, ever since the commencement of their business.

First: "What is worth doing is worth doing well." No watch case or watch movement has ever been allowed to leave the factory unless complete in every particular, and with that excellence of manufacture and attention to detail, which is characteristic of the Dueber Hampden Watches.

Second: "Honesty is the best policy." All watch cases bearing the name "Dueber" and their various trade marks, have always been, are now

and always will be exactly as represented. The purchaser of a watch unless he is well posted in the different trade marks and stamps, which are printed upon the various styles and makes of watches, sold by dealers throughout the country, is often at a loss to determine as to the quality and value of the watch he is buying, as very often the stamps and trade marks are not always a guarantee that the watch is what they indicate; but we wish to say that the name "Dueber," and the trade mark, an anchor or a shield has never been placed upon any low karat watch cases of any description. This is equally true of the trade mark of The Hampden Watches. In short these goods have never been manufactured with an intent to deceive the public in any way and the well known name "Dueber" and the Hampden trade marks, upon a watch, has always been a guarantee throughout the trade, for a genuine article and no attempt at fraud or chicanery. The Dueber Hampden Watches are manufactured from the very best materials, by the most skilled workmen, in a thorough and workman like manner and superior style. They have attained a national reputation, and purchasers find the advantage of supplying themselves with an honest standard watch case and watch movement. Railroad men, especially, in buying a Dueber Hampden watch, will be sure, if they purchase a Hampden Watch which is marked "Adjusted" that it is actually what it is claimed to be, and not simply adjusted in name only.

The splendid record which Dueber Hampden Watches have given upon many thousand engines, amongst multitudes of train hands, etc., throughout the United States is the best evidence of their high and superior quality and the perfect satisfaction which they have given their owners. The frontage of the factories where the Dueber-Hampden watches are made at Canton, O., is 1,400 feet. The buildings are made of pressed brick, three, and some five stories in height, filled with the finest and latest improved and most perfect watch and watch case making machinery ever made. The Dueber-Hampden Co., do not make any of the so-called cheap watches, which are advertised so extensively through the medium of catalogues, and through schemes of giving them away by grocers, tobacconists and soap dealers, but can always be found on sale with all first-class and reliable jewelers and watch makers throughout the United States and Canada. If you wish to buy a watch, buy a Dueber-Hampden. It is well known to railroad men, that this journal is not inclined to deal in fulsome nuffery of any article advertised in its columns, but at the same time it always gives us pleasure to note the progress that modest merit is sure to obtain.

Brother Henry Reed, a prominent member of Division No. 42, Trenton, Mo., dropped in among us a few days ago, in company with his old friend Shekelton, of 58; they ran opposite each other on the Rock Island for several years. Brother Reed's home is at Trenton, and he has left the service of the Rock Island for the same reason that the majority of the good railway conductors lose their situations; made one little mistake and rather than keep a man who has served for years and years and never before the scratch of the pen against him, he is dropped like a poisonous adder. And someone who is untried, or one whose record is ten fold worse is substituted for him. It matters not how hard the official axe may fall, or how deep the wound, nothing counts but dismissal. One may not be able to obtain a position for years. Nothing is thought of that by some. They must suffer in order that the service may be purified. Good word, happy thought, but O, how far-fetched.

We cannot tell when we have had our sympathy awakened more keenly and deeply than upon the occasion of reading a note received by the Grand Secretary and Treasurer from Brother Frank Rosencrans. "With a sad heart I write to tell you of the death of my son George," says the brother. Were truer words ever uttered? Only one line, only sixteen words, but a whole volume contained therein, yes, a book. Not only the story, a sad story, but the feelings and experiences are all described in this one simple line. So we go on through life; at first the bush is covered with beautiful, full-grown roses, but first we know a change appears, and one droops a little and finally drops off, and the next, and at last all are gone: by and by the poor old bush itself will die. But it is the dropping off of the roses that pains us most: so, we ask of you, kindly, brother, to accept our sympathy, for we have had all the experience. We know just how you and yours feel, and we tender you the sympathy of every member of the Order.

To the Minister's.

He—Now, dearest, that we are out for a walk, is there any place you are particularly desirous of going to? I am at your service.

She (shyly)—Yes, George, I would like to go to that big white house over on the next corner.

He—All right, dear. Some friend of yours lives there, I suppose.

She—Yes, George, the minister.

He "caught on"—*Yonker Blunder.*



The Puzzled Gentleman From Japan.

A distinguished Japanese official visited New York recently, and a member of the municipal government, who had been in Japan and can speak the language of that country, undertook to show him around.

"Is that an officer making an arrest?" asked the Japanese, as he saw a man stop a milk wagon.

"Not exactly," replied the official. "He is a milk inspector, and his duty is, under the law, to see that no impure milk is sold in the city. If the milk is all right he will let the milk man pass on; otherwise he will arrest him."

"What is impure milk?"

"Milk that has been mixed with chalk or water."

"Is the chalk a poison?"

"Oh, no; it impairs the quality; that is all."

"Does water in milk make anybody sick?"

"Why, of course not. But when a person pays for milk he wants milk, not water, which he can get for little or nothing when he desires it. It is a swindle on the public to put water in milk."

"But you say no one is hurt by it?"

"Feelings are hurt, that is all."

Soon after they passed a low corner saloon, when the door opened and a man came staggering out tripped, struck his head against a lamp post and fell heavily on the sidewalk, where he lay as one dead.

"What is the matter with that man?" asked the foreigner from Japan.

"Full of benzine," replied the municipal officer, with a look of disgust.

"Benzine? what is that?"

"It is the name we have in this country for poor liquor—poison whisky, you understand?"

"Is there any good whisky?"

"Oh, yes; there is good whisky, but some saloons can make more money selling bad whisky."

"Bad whisky is poison?"

"Deadly poison, sometimes."

"Has the man a license to sell whisky, same as the milkman has to sell milk?"

"Of course, or he could not carry on the business."

"And do they inspect the whisky as you do the milk?"

"Never."

"Yet there may be poison in it, while milk is adulterated with chalk or water that does no harm in particular, you say."

"Ahem," said the city official, twisting about uneasily, "let us look at the markets."

At the markets they found officials inspecting the meat that was for sale.

"What do they do that for?" asked the Japanese.

"To see that the meat is healthy," was the reply.

"If a man should eat a piece of unhealthy meat would he stumble on the sidewalk, and split his head against a lamp post, as the man did coming out of the saloon? Would watered milk make him do it?"

"Why, certainly not."

"Yet you inspect meat and milk, and let men sell poisoned whisky that kills people as much as they please. I can not understand your country."

And we ask. Who can?—*Texas Siftings*.

No Socks.—"Phat are yiz given Nora this year for a Christmas present, Mrs. O'Flynn?"

"Faith an' she's gettin' a sale-skin sock."

"An is that so? Musha! its the divil a sock you wore at all, at all, Mrs. O'Flynn, whin you and I were bits of coleens in Connemara."

A WOMAN OF INFLUENCE.—"Pat."

"Well, what is it? Don't be disturbin' me, Mary. Ay'm figurin' out me chances of gittin' on the force."

"Is she onny relation of yours, this Patty, that do be makin' so much money singing?"

"How much does she make?"

"Shure an' it's a thousand dollars a night, I don know."

"That bein' the case, Mary, she's me first cousin be the mother's side. I'll go an' see what infloence she has wid the Commissioners."

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NO. 2.



THE ST. GOTTHARD.

This mountain, so often named lately, and far-famed on account of the gigantic work of having a tunnel cut through it, is not, as many suppose, an isolated elevation, but, on the contrary, a mighty central group which separates the Canton of Uri to the North, from the Canton of Tessin to the South, with branches shooting out eastward toward the mountain giants of the Grisons, and westward into the Valais. Out of this group there arise about twenty separate mountain peaks, of which the highest, (above the level of the sea) are: Pizzo Valetta, 2540 met.; Pizzo Orsino (Peak of Usern, or Winterhorn) 2667 m; Schipsius, 2677 m; Ywerberhorn, 2678 m; Pizzo dell Uomo, 2688 m; Sella, 2706 m; Greno di Prosa, 2738 m; Fibbia, 2742 m; Sasso di St. Gottardo (Gotthard Stone) 2760 m; Blauberg, 2816 m; Pizzo Lucendro, 2977 m; Kastelhorn, 2960 m; Pizzo Centrale (Tritthorn) 3003 m; Leckihorn, 3053 m; Pizzo Fieudo, 3082 m; and Pizzo Rotondo, the chief of this lofty company, 3197 m.

The plateau forming the base of the above named peaks is watered by 27 lakelets interspersed among the mountain throng. Between them a saddle shaped valley, bordered with huge masses of rock, has formed, which is called the Gotthard pass and rendered passable by a high-road.

The central group encloses seventeen other Alpine valleys and nine glaciers; from it descend the Ticino and the Reuss taking rise in the lakes of Sella and Lucendro.

The heights of St. Gotthard not only separate the waters, but have been since time immemorial the boundary of nationality and language between the north and south; between the passionate population of the Livinen valley and the tenacious, stern and warlike inhabitants of the Canton of Uri.

The St. Gotthard is remarkable with regard to geognosy and mineralogy, being composed of metamorphosed sediment strata and built up of granite, mica-gneiss, slate and limestone, as well as on account of its rich vegetation and animal world. Marmots, alpine hares and whole herds of chamois live in its ravines; eagles have their eyries on its rocky ledges and white grouse and snow-finches build their nests on its slopes.

The strata of the St. Gotthard are often

penetrated by so-called "geodes," or slides, the walls of which shine with the brilliancy of the finest crystals, of quartz and adularia lying embedded among the soft flakes of chlorite (velvet tale). Such geodes or crystal-caves are searched by men specially practised in this work, called "Strahlers." Moreover, in the St. Gotthard, is found crystalline calc or cipolin which had already been used by the Romans for monumental buildings, black slate-clay with impressions of sea-weed, besides Sericit slate, horn-blend, (amphibole), serpentine, pentagine, dolomite, decomposed trapp, red sparry-fluor, smoky-topaz, tourmaline, cyanite, garnet and talc.

The pass of the St. Gotthard does not seem to have been known at the time of the Romans, as there is no indication anywhere as to its having served for a passage. Cæsar's armies, for instance, went over the Mount Cenis and the St. Bernhard. The Longobards—a tribe related to the Saxons and formerly inhabiting the regions of Hannover and Altmark of to-day—are said to have been the first who, in 568, went over the St. Gotthard to Italy, after having invaded the peaceful valleys of the Halvetians. Possibly the watch-tower which still crowns the height above the Reuss and bears the name of Longobard's Tower, had been built as a defence against them. The first authentic information about the passing over the St. Gotthard, dates from the Crusades. There was no inn there at that time, for when the Count of Brienz in 1107 and King Baldwin IV, in 1184, returned home from their pilgrimage to Palestine, they complained that no hospitable roof had sheltered them. Still later, when bitter feuds broke out between the inhabitants of the different valleys on the plateau between the lakes with regard to the right of transporting merchandise, there was no building to afford shelter or protection. Tradition says, that in the 12th century the Benedictine Abbey of Disentis erected a chapel on the mountain in honor of Bishop

Godehardus of Hildesheim (died 1038), and thus gave rise to the present name of the mountain. In ancient times it was called Mons Elvelinus, and afterwards Ursara. In 1317 Azzo Visconti, Duke of Milan, had a small hospice built up there, "on account of deliverance from the pains of gount, and in honor of the holy Gotthard;" and it is certain, that in 1374, a hospice with a chapel was existing on the height of the pass.

This first hospice, in 1431, sheltered the highest Italian church dignitaries when they undertook the difficult task of crossing the mountain on their way to the Council of Easle. 1478 it was visited by the leaders of the Confederate troops, Bubenbergh and Waldman—the latter Burgomaster of Zurich, condemned and executed by the people in 1489—on the occasion of their expedition to Bellinzona. At that time an avalanche, rolling down on the south side of the hospice, into the Val Tremola, buried sixty warriors from Zurich in the abyss.

Carlo Borromeo, Archbishop of Milan, and one of the most bitter enemies of the reformation, caused the building to be enlarged in 1560 and founded a living for a priest. In the place of the old refuge house which had been heavily damaged in course of time and bad weather, a new building was set up, 1629, and two Capuchin monks from Milan were installed there in 1642. Forty years later, when the Turks had invaded Austria and put to flight a great many monks, twenty-four of them, of the Capuchin order, came to settle in the hospice. At that time there was a great traffic on the mountain. Not only merchants, learned men and pilgrims took advantage of the pass, but bands of strongly-built mountaineers from the "Inner Canton" went over into Italy, either to serve in the army or to earn a living as door-keepers or guards. From the south there came mendicant Friars, artists, and particularly the so-called Venetians, or crystal-searchers, who passed over the

mountain to seek their fortune in Switzerland and in the holy Roman empire. People at that time had no idea of the beauty and the deep mysterious poetry of the alpine highlands. They thought the heights and precipices inhabited by monsters and goblins, and made their last will, before crossing the sombre mountain regions in the greatest possible haste.

On the the night of April 10th, 1775, the hospice was entirely destroyed by an avalanche; the chapel, custom house and stables shared the same fate. Voluntary contributions collected in Italy, Germany and in Switzerland made it possible to begin a new building in 1777; two years later a three storied house and ware-house were ready. Two Capuchin monks lived there and devoted themselves with the utmost diligence to the difficult task of bringing help and succor to the needy.

Wealthy travelers, who passed over the mountain, and the inhabitants of the neighboring valleys gave alms and presents to the well deserving monks, who certainly made the best use of them. People of rank, for whom there were some beds always in readiness, made it a point of honor to pay for the accommodation afforded them as bountifully as possible. Besides these Capuchin monks there was at the hospice an innkeeper appointed by the parish of Airolo, and his family. This man had as difficult a task as the friars. He had to admit travelers of every rank and to feed and lodge them gratuitously; sick people had to be nursed until they were able to be taken to the hospitals at Hospenthal or Airolo. While the weather was rough, a bell was continually rung at the hospice, and the innkeeper and the monks by turns went out into the barren, rocky wilderness, amidst snow-storms and dense fogs to relieve the unfortunate wanderers. Surely, countless acts of heroism have thus, unnoticed, been performed in the course of time by these unassuming and disinterested men.

In other matters too, the innkeeper and

his servants had many services to render to the travelers; thus he was bound to help the owners of the beasts of burden to unload and reload them, without demanding payment.

The community of Airolo used to let the inn and the hospice to the highest bidder for a yearly rent (1775 to 1769). The innkeeper made his profits partly off the inn, partly off the pasturage grounds allotted to him, whereon he might feed forty-five cows and between eighty and ninety goats. Besides, he possessed the right of hunting for ten days during the season in the Valley of Ursern, and a share in the amount of the yearly collection in favor of the hospice. In addition to these advantages there arose the circumstance that in the 17th and 18th centuries part of "those French pensions" was set apart for the St. Gotthard hospice and amicably shared between the innkeeper and the monks.

Unfortunately, the new buildings were not destined to be of long service to humanity, for in 1799 they were laid waste and destroyed by the French "for reasons of strategy."

Already in 1755 the surroundings of the hospice had been the theatre of a combat.

The inhabitants of the Livinen Valley rose up against the oppression of Uri; on May 8th 1755 the bailiff sent by Uri, James Anthony Gamma who died in 1770 was taken prisoner with his custom house officers and from that time the pass of the St. Gotthard became an important strategical point.

The embittered populace of Livinen acted upon the advice of some valiant leaders and occupied the then existing hospice as well as the pass. One hundred men were stationed as sentries in and around the building.

On May 13th, one thousand men of Uri marched through the Urnerloch into the Ursern valley, there formed into companies and the next day they had already mastered the hospice and the pass. Heavy

rains and snow storms prevented their further advance, and thus it happened that the peaceable hospice served for sometime as headquarters to a troop of soldiers and as starting point for military operations.

On May 21st, 700 men of Unterwalden arrived at the hospice and after a short council of war, 100 of them were left in the garrison there to ensure the safety of the retreat.

On May 22d, 1755, the troops of Uri and Unterwalden entered Airolo and heavy judgment was passed on the rebels in the valley of Livinen, which, as well as the hospice, again were taken possession of by Uri.

In the history of modern wars the St. Gotthard has been noted for the struggles between the French, the Russians and the Austrians, and particularly for the famous expedition of Souwaroff over the Alps. Army divisions with horses and great guns, either on their retreat, or in order to attack the enemy in the rear, in that year passed over narrow mountain paths, which until that time had only been trodden by chamois hunters, mountain herdsmen or haymakers from almost inaccessible plots of grazing land, the only men who in such places never felt giddy.

The French, with their constant proclamations of liberty, equality and fraternity, after devastating the country of Unterwalden, like robbers and incendiaries, had also invaded Uri. The mountaineers resisted manfully, but had to submit in silent despair. About the middle of May, 1799, the French under General Soult, advanced over the St. Gotthard and fought in the valley of Livinen against the Austrians and the inhabitants of the Tessin who had taken up arms. On May 19th, the French division in the garrisons, under General Suchet, were driven back over the Oderalp pass. Those commanded by Lecourb were beaten by the Austrians under General Haddik. The Austrian eagle advanced victoriously and stormed the Devil's bridge

on the 29th, under General St. Julien, thus on June 6th, Uri was freed from the French. But instead of following up these advantages, the Austrians remained inactive in the valley of the Reuss, to the great vexation of 5000 armed mountaineers eager for warlike exploits. In the meantime the French had gathered strength, attacked the Austrian army on August 14th, from the lake and from every side path, threw it back after a hard fight and drove it toward the defile of the Schollinen. Here the Austrians had occupied a strong position near the Devil's bridge, Aug. 17th, and now defended it with the courage of despair, but in vain; they could not resist the French charge and had to give up the bridge, first blasting one of its side arches. However this did not keep the French soldiers, elated with victory, back. They scrambled down into the foaming abyss of the Reuss and up again on the other side amidst a shower of bullets and before night-fall they were again masters of Uri. The mountaineers had marched off with the Austrians; the whole country lay waste and desolate. Suddenly, in September, like an unexpected flash of lightning, the old field-marshal Souwarow appeared with a Russian army of 25,000 men and 5,000 horse at the south foot of the St. Gotthard. A small force belonging to Lecourbe's division opposed him, but could not hold out against him and retreated into the narrow Val Tremola. Their firing was so well directed that the Russian grenadiers would not advance. On hearing this, the old warrior, Souwarow had a hole dug in the ground, and declared he would make it his grave if his "children" should turn back. The courage of the Russians was rekindled by these words, and with an audacious enthusiasm almost amounting to fury, they threw themselves upon the enemy, repulsed him, and gained the summit of the pass. (Sept. 25th). This success was partly brought about by a move of General Schweikowski, who had advanced by difficult alpine paths and

through the valley of Sorescia taking the enemy in the flank. In remembrance of this victory the field-marshal caused the words, "Souwarow victor" to be engraved on the granite rocks. When the Russians arrived at Andermatt which had been abandoned, there was great danger of their dying of hunger from absolute want of provisions; they cut up dried animal skins and cooked them. The flesh of dead horses was a feast to them, and when they found a large provision of soap in a store-room, it was devoured as a treat. Tradition even says, that a whole box of tallow candles fell a victim to Russian appetites.

After the bloody drama of 1799, that reached its climax on the St. Gotthard pass in the destruction of the then existing building, the eye of the wanderer for years and years met nothing but desolate ruins and decay.

In 1833, the following description gave a sad idea of the whole state of things: "Since the events of the war in 1799 this philanthropic establishment has ceased to exist, the buildings have been the prey of wild destruction. Now there is nothing but a sort of a shed for the beasts of burden as well as merchants' wares. It is generally hoped, that pains will be taken to restore the hospice."

The political circumstances had greatly changed since 1799. The newly created Canton of Tessin had become a rightful member of the Swiss Federal State; within its boundaries were situated the remains of the building which had formerly afforded succor and shelter.

A new road had been constructed in the place of the old mule tracks used since the time of Charlemagne. In consequence of the increased traffic over the pass, and the local dangers and inadequate shelter it was absolutely necessary to provide a new house of refuge. The former custom house, a solid construction situated close to the lake (Lago Grande) was restored and fitted up in order to serve as a hospice, which it does until the present day. On

the opposite side of the road the hospice was built, and in 1869, the plain but solid Hotel du Monte Prosa, In the midst of the desolate landscape that, on account of its want of vegetation, reminds one of the arctic regions, this establishment, including post and telegraph offices and containing excellent air stoves, is a worthy representative of modern times.

The simple, yet good and comfortable arrangements of this mountain inn are agreeably balanced by the very moderate prices. The traveler arriving by the diligence during the winter months is highly pleased to get a tumbler of grog or a cup of beef tea, for the sum which the owners of the refreshment rooms down in the plains to the north and south might take for an example.

The inn-keep of the Hotel du Monte Prosa, has, like his predecessors for centuries, the care of the administration and the cooking of the hospice.

Latterly there have been about 15,000 persons yearly received at the hospice and about 25,000 rations of bread, soup, and warm refreshing drinks dealt out. In January, 1865, an unusually heavy fall of snow blocked up the road to such a height that it was completely impassable, and more than a hundred persons had to be lodged and fed for eight or nine days.

Almost every winter it happened that on account of the snow drifts, avalanches, etc., numerous travelers were taken up for the space of five days, or even a week. They were for the most part poor Italian laborers who sought the hospitality of the hospice on their way to and from work.

The name of the present inn-keeper at the hospice, Felix Lombardi, who, aided by his wife, has in most noble and benevolent manner exerted himself and earned the thanks of many thousands, will for this reason remain honorably mentioned long after the hospice will have become a lonely, abandoned house.

The hospice of the St. Gotthard as well as the Hotel Monte Prosa, are the highest

permanent habitations in the St. Gotthard group of mountains, and must always have been anything but a light task, to spend one's days year by year, up there on the threshold of the sunny, luxuriant south, in the midst of an arctic region, surrounded by dangers, with the misery of the destitute always in sight.

The St. Gotthard, or rather the neighborhood of the hospice, in spite of the complete want of antiquities or remains of ancient buildings, has in former times repeatedly been chosen as the subject of learned treatises, as is proved by still existing writings.

In 1781 at Zurich, the learned General Baron, of Zulauben, published a dissertation, written in French, wherein he tried to prove "that the Tauriscans were the first to people the land of Uri, and that they adored the sun as a deity on the top of the St. Gotthard mountain."

According to the most recent measurements, the hospice is situated 2093 m. above the sea, while the culminating point of the pass, forming the boundary between Uri and Tessin, rises to 2114 m.

The road over the St. Gotthard was at first nothing but a most primitive footpath. In 1353 it was enlarged to the width of four metres and paved with large granite boulder stones, thus attaining the dignity of a mule track and bridle path, called "saumpath" in German (three hundred weights made one "saum," that is "seam" or measure; therefore a horse laden with three hundred, was called "saum" or "sumpter horse.") The distance from Fluelen to Bellinzona was done in four days by sumpter horses when the weather was favorable. The first to drive over the St. Gotthard in a coach was the English mineralogist, Greville, July 25th, 1775. The attempt cost him 28 carolins (Louis d'ors.) In 1793, another Englishman set out on the same bold journey, which took him seven days from Altorf to Magadino. The subsequent coaching expeditions always cost 24 carolins (547 frs.) Yet in

those times this road was the favorite passage from Germany to Italy. 16,000 persons and 9,000 horses made use of it year by year. The beasts of burden transported yearly on an average 20,000 bales of goods which yielded about 20,000 florins of transit duty to the Canton of Uri.

The construction of the roads over the Bernhardino and Splugen, by the Grisons, obliged the inner or central Cantons also to undertake the making of a new road, lest they should lose the valuable transit trade. The present road was constructed between the years 1820 to 1824 and 1828 to 1830. Its gradient on the north side as far as Goschenen, is not very considerable, about 4 to 7 per cent. Through the defile of Schollinen to the Urnerloch, and from Hospenthal to the summit it averages 7 to 10 per cent.

The difficulties of the declivity from the summit to Val Tremola, could scarcely have been mastered, if the gradient had not been brought down to six per cent. by the construction of numerous turnings formed by expressly built strong walls.

The breadth of the road is throughout, six metres (18 feet.) The costs amounted to 280,000 frs. (old coin) for the distance from Amsteg to Goschenen, and 400,000 frs. for the upper part. The expenses of building were to be covered by shares emitted by the Canton of Uri. The government of the Canton of Lucerne answered for a sum of 240,000 frs. The government of Lucerne also appealing to the "Tagatzung" on behalf of Uri, the latter was allowed an increase of transit duty for 33 years. For the upper part of the road from Goschene to the frontier of the Canton of Tessin 400,000 frs. had to be found. Lucerne guaranteed this amount as well to the shareholders, and had to advance to Uri half of the interest and the capital of the loan.

The St. Gotthard is scarcely ever practicable for coaches before June; in the winter it is sometimes impossible to cross it at all, for months, on account of the

snow. After the enormous snowfall in 1863 the snow is said to have lain to the height of thirty metres (90 feet) in the Val Tremola. During the last few years 60,000 travelers going by diligence, have generally crossed the St. Gotthard in the course of a twelve months. To our days it has been reserved to substitute for the ingenious road over the pass a modern railroad, by boring through the centre of the Alps, and constructing boldly devised gigantic viaducts.

When the first train came rushing through the new road of communication and the shrill whistle of the engine woke

the echo in the narrow, rocky ravines of St. Gotthard, people thought that now the hospice would become a "quiet house" and soon remain desolate; but the summer of 1882 has proved the contrary. Attracted by the beauty of the road, thousands have crossed the pass, and the Hotel Monte Prosa often was so densely crowded that some tourists had to content themselves with a couch of hay.

NOTE. Metre: 39.37 inches. Franc: 19 cts. Carolin (Louis d'or), \$4.84. Hospice: A place of refuge or entertainment for travelers on some difficult road or pass, as among the Alps, kept by monks, who also occupy it as a convent.

A TRUE STORY.

"How strange it is that we have no report of No. 1," said the dispatcher, who was on duty at the division headquarters, of a prosperous city in Illinois, on the line of one of our public thoroughfares; and turning to his companion, who sat at a table opposite, said; "Call C. P. and see if they have heard anything from her, as she is due at Q, at 10:30 and here it is 11:30 p. m. and not a word." C. P. was called and the operator answered, "Nothing at all; No. 1 left here at 9:50 on time; nothing since. You might call F. and perhaps he will be awake, although he is not expected to be on hand unless some train should pass, or someone might apply for orders." So the operator called F., who, to their surprise, answered immediately: "No. 1 departed on time, 10:27, nothing since.

It was twenty-two miles from C. P., to the terminal of this division, and on this track also ran the trains of the W. Railway, one passenger leaving C. P. five minutes ahead of No. 1. But W. No. 1 had arrived at Q. on time, had been reported, and so the two were busy conjecturing what could possibly cause the delay.

The operator who had been on this line but a few days rather modestly enquired of the dispatcher whether the conductor

and engineer were attentive to business. "The conductor," said he, "is called so, and the engineer is the oldest runner on the road; it can not be that they have made any mistake." And then they glanced over the train sheet where is written the record of those trains which carry the thousands to their destinations safely, as well as the few, who, from causes that may be forever unknown, make some slight mistake, when the first thing that is ordered is the wrecking car and crew.

"Charley, you may ask Q, if No. 1 has arrived yet, or if they have received any information in regard to them," said the dispatcher, a few moments later. "This is a bright moonlight night, but O, how bitterly cold, and it is Christmas night, too," said Charley, "O, how I hope nothing has happened to them such a night as this."

So Charley called up Q., who answered, "Nothing yet." "It must be," said the dispatcher, "that if anything is the matter it is below U., because F., can see there by going round the curve, and he says he went down the track and could not see anything, but said it is bitterly cold. The good Lord pity that conductor; this is his first trip for two months. He has been terribly sick with a fever and did not look

when getting his orders, as if he could walk through his train.

"How is the track from U. to Q.?" asked Charley.

"It is nine miles and all down hill," was answered, "73 feet grade to the mile, and curves and reverse curves to beat anything."

G. T., G. T., G. T., went the little ticker on his table. Q., What is it? Q., message "to the superintendent." "Met extra on 12th St. bridge, one mile north of Q.; they had an engine and way car, conductor and two brakemen; we were running thirty miles an hour; they as fast as they could up grade. My engineer jumped off and went down the embankment, seventy-five feet, through a board fence, landing in the creek below; one arm badly broken and shattered. The fireman was thrown against the head of the boiler and at least two tons of coal against him; have dug him out; he looks like 'Hamlet's ghost,' but think he will live. Tank of engine sets inside of mail car. That was on fire but we have succeeded in putting it out. No passengers hurt, and no other train men; cars are all on track. One brakeman on extra killed outright; conductor can not live but a few moments; their engineer hurt, not fatally. The conductor and engineer left Q., on arrival of W. No. 1, and forgot all about us. Had no orders against us. Send this by check stripper; have sent flagman back eight miles to U., and ordered physicians and help from assistant superintendent at Q. Signed——Conductor No. 1." "Here Johnny, take this down to the superintendent," said the dispatcher, "and I will notify Chicago."

What a noble band of willing workers, some twenty-five in number, as they took turns in shoveling the coal that had fallen on and covered up the poor fireman. And merrily, or at least, how lively, the mail sacks flew out and the water was dashed into the mail car, to prevent the train from being burned up. They will

never be forgotten by "That Conductor." And the poor fellows who were killed and wounded were watched over and cared for as well as could be done until the arrival of the "relief crew" from Q.

Then commenced the work of getting the engine, (what was left of it) and the way car, of the extra, back to the nearest station, and transferring of the mail to another car; and at three o'clock in the morning the living and the dead rode together into the city, whose inhabitants were quietly sleeping, sweetly sleeping, with no fear or trouble, and just as they pulled up at the depot, surrounded by a few rough and dirty railroad employes, the poor conductor of the ill-fated extra breathed his last. Not a very soft dying bed for the poor fellow, who, only a poor railroad conductor, sent out over a road he had never been over before in his life, trying hard to do his duty to his employer and his occupation, making the first mistake of his life, and only a little while after the Christmas chimes had died out, on that bitter cold December morning, we said "good-bye," and soon the morning came and with it the coroner's jury, so that the law could be obeyed, and tired and weary, the conductor and crew of No. 1 answered the many questions that they, in their wisdom, propounded.

And while this scene was being enacted, the assistant superintendent at Chicago, had reached his office; a genial gentleman of the old school, and told the operator that he wished to talk with the Conductor of No. 1. And tired and sick from the night's hard work, he sat down by the table and answered the questions transmitted to him, as the operator gave them, as they came from the wire.

"Were you on time last night, when you met the extra?" "Yes, sir."

"Had you received any orders after leaving G. T.?" "No, sir."

"How fast were you running when you came together?" "About thirty miles an hour."

"How fast was the extra probably running?" "As fast as they well could do so."

"Were you exactly on time?" "Yes, sir."

"Sure, are you?" "Yes, sir."

"There had been no signals out, at any station?" "No, sir."

"No orders given you that you did not observe?" "No, sir."

"Were any of your passengers injured?" "No, sir."

"How do you know?" "The same way I know anything."

"Were you injured in any way?" "No, sir." (It was a falsehood however.)

"Have all your passengers gone on?" "Yes, sir."

"How many through passengers had you?" "About seventy-five."

"Were any of them injured in any way?" "No, sir."

"How far were you from approaching train when your engineer could first see them?" "About three hundred feet."

"Was there any way the accident could have been avoided by you or your engineer?" "No, sir; with the exception that we might have both of us stayed at home."

"How long from the time it happened were your passengers transferred at Q?" "Four hours and thirty minutes."

"Have you any further information to communicate that would benefit us, in any way?"

"I think not, if I can be excused. Would like a bite to eat. Good-bye."

Not very much of an appetite for a warm breakfast had this conductor, and his faithful crew, who had been in the field of danger and death the whole night long, when the thermometer stood at 20 below zero, with clothing wet through and frozen.

The poor brakeman who walked seven miles to guard against accident and protect the rear of this train was perhaps never thought of by the passengers who were being protected. The history is

written in the memories of his companions who faithfully did their duty, although they are only employes, and not only servants of these corporations but also of the people, for it sometimes takes a little nerve, brings to the surface a little courage, needs a little wise thought and careful consideration, in times of danger, to be a "faithful, loyal employe." It is not always sunshine to him; the path is not always strewn with beautiful flowers, and happiness does not always appear because one bids it welcome.

The life of a railway man is full of little thorns that sometimes prick very deep, because you see, daily, the inner thoughts of those whose duty it seems to be to make it unpleasant, with those with whom they come in contact; all are not so. O, no, far from it. But full enough to show to many a one, the unpleasant side of an individual character. It has always been so, it will always be the same. Time and art and ingenuity have lightened many of the hardships and burdens of the operatives of all our railway systems. But no power has ever been given, no patent has ever been issued that makes everyone the agreeable passenger that he or she might be, and at the same time bring happiness to, not only themselves, but all those they chance to meet. And in many instances true and faithful ones like the one just described. The precious load of human beings who are all in all to someone, scarce ever give a thought to those who brought them safely out of the peril in which they were placed; but there are thousands who follow the calling of railway employes, that have many such experiences, that never forget them; and in most all cases have this thought to console them, "they did their best to do their duty."

This story is a true one, and if a copy of this number should reach the eye of the brave engineer and other faithful employes who were with the editor on this Christmas night, perhaps they can vouch for its truthfulness.

E. H. B.

Epidemic Influenza.

The epidemic of influenza which we have already referred to as occurring in Russia, has spread into Finland and Eastern Prussia, and is not unlikely to spread throughout Europe and even reach this country. The disease travels rapidly and has been known to make all Europe sneeze within six weeks, so that we can expect an arrival here before the winter months are over. It used to be thought that this epidemic moved in definite cycles of one hundred years. Although such an idea has long been abandoned, it is a curious fact that the influenza prevailed in America one hundred years ago, and Dr. John Warren in a letter to Dr. Lettsom, says that "our beloved President Washington is but now recovering from a severe and dangerous attack of it."

In 1830 an epidemic started in China, it reached Russia in January, 1831, and by May it had spread to Western Europe; but it only reached this country in January, 1832, and then prevailed but slightly.

Another and severe epidemic started in Russia in December, 1836; within a month it appeared in London and rapidly spread over Europe. This time, again, America was not affected. An epidemic of considerable extent prevailed in the United States about ten years ago and there have been various mild manifestations of the disease. On the whole, however, North America does not seem to be very favorable to the development of epidemic influenza in its worst forms, and it is very unlikely that we shall have a severe visitation if we have any at all.

The disease is not dangerous except to children or the aged, while the former often shows a decided exception.

There is no doubt that this new epidemic will prove a boon to bacteriology, for Seifert's micrococcus has not quite satisfied pathologists, and we anxiously await the announcement of the discovery of the influenza bacillus, only regretting for the sake of American science, that the

miasm always begins in the east and travels west. The bacteriological laboratories of Europe will therefore have the first chance.

The disease is undoubtedly due to some micro-organism which floats in the air, and which infects the human system, but is generally killed in so doing. For influenza is but slightly if at all contagious.

We observe that some feeling of alarm prevails lest this epidemic be a precursor to cholera, as was the case in 1831 and 1847.

There have been, however, plenty of cholera epidemics without a preceding influenza, and a great many influenza epidemics without any associate cholera. The micro-organisms of the two diseases are as essentially different as are the two diseases themselves. The cholera germ lives in water and soil; the influenza germ in the air. The relation between the two diseases has been, we believe, purely accidental.

Some Curious Wills.

The *St. Louis Republic*, some time ago, had a chapter on wills, showing the testators to have possessed minds singularly constituted.

Often quoted is the remarkable will of Solomon Sanborn, of Medford, Mass., who died about fifteen years ago. Sanborn was a great patriot, and specially gloried in the part Massachusetts took in the revolutionary struggle. In his will he left his body to Dr. Oliver Wendell Holmes and Prof. Agassiz, not, however, without imposing some of the most unheard of provisions and conditions. His skeleton he desired prepared in the most artistic manner known to the profession, and placed with the many others in the anatomical department of Harvard College. While preliminary preparations were being made in carrying out this extraordinary request, he desired the surgeons to be careful with the skin so that it could be tanned in pieces of sufficient size to make a pair of drum-

heads. Upon one of these drumheads the "Declaration of Independence" was to be written, and upon the other Pope's "Universal Prayer." Fitted in its proper wooden frame this ghastly relic was to be presented to the local drummer, whom the testator designates a "distinguished friend," upon condition that he would promise to carry it to the foot of Bunker Hill monument on each succeeding anniversary of the battle, at sunrise, and beat upon it the invigorating strains of "Yankee Doodle."

The skeleton of Jeremy Bentham, in the Hospital Museum, London, is there at the request of its owner, who made a special provision in his will to have it presented to the curators of the hospital, who, upon accepting the gift, were to have the skeleton mounted and put in the presidential chair at each meeting of the hospital directors.

Dr. Wagner, an American, is up to or even ahead of the English precedent in the dismemberment idea. During his life his relatives had given him but little thought. When it came time for him to die—he had a little money, about \$1,000—his brothers became very kind. After his death, when the will was read, the following remarkable clause was disclosed.

"To my brother, Napoleon Bonaparte, I bequeath my left arm and hand; to George Washington, my second brother, my right arm and hand; to my other relatives, my legs, nose, and ears. My money \$1,000 cash, now in the B—— Bank, I bequeath to the physicians and surgeons who carry out my request by dismembering my body and giving to each of my relatives the portion allotted to him or her.

Horatio G. Onderdonk, a brother of the Bishop of New York, made provisions in his will which would have turned old Draco green with envy. Draco was strict, and well understood the meaning of the expression "ruling with a rod of iron;" but had Mr. Onderdonk lived at the time the old man was preparing his famous code, he could have helped to make it

more binding. The last paragraph in the Onderdonk will reads as follows:

"No heir must be an idler, sluggard, profligate, drunkard, gambler; use liquors or tobacco; go fishing or hunting on Sundays; attend races; enter a bar-room or porter house; neglect to rise, breakfast, and be ready for business by 9 o'clock; or get married before he or she arrives at the age of 25 years.

Where Do They All Go.

Every minute of the day seventy human beings are brought into existence and sixty-seven are removed, says a writer. The population of the world is steadily increasing at the rate of three per minute, or 4,320 per day, more than 1,500,000 per year. Just think of the yearly increase of man being equal to the entire population of the State of Iowa. Where do they all go? The home of the human race, as far as we are able to learn, was in Asia, and from there all the nations have come. The rapid increase of population in the United States shows the tendency of the race to scatter and seek new fields.—*Hall's Journal of Health.*

Humor of the Scots.

In order to disprove the frequent assertions that the Scotch are not humorous, says the *New York Sun*, the editor of a Scottish paper recently declared his columns open, and invited all the jokes of the people which his constituents would send to him. These are fair samples of what was handed in:

"Two boys having met a man in white 'spats,' one of them said he wore 'white pente's breeks below his ither anes.'"

"This is but the forefront of the battle—'tis rare, what this boy said in a wag-gery."

"A woman, having foresworn whisky in a glass, drank it out of a cup."

"A man took the hat worn by a scarecrow."

"Whisky having been ordered for an

outward application, the patient drank it."

"A man, having eaten a herring at tea, wished also for some treacle, which was refused."

"A boy, being asked if he had 'passed the doctor'—in a medical examination—said: 'Yes, I passed him up at Cochrane's corner.'"

"A clergyman said he would visit the families in his district, 'embracing the servant girls as he went along.'"

"An undertaker, being asked to pray at a funeral, said he would rather make a coffin gratis."

"A woman in a shop, wishing to ask for a dolman, asked for a donkey."

"A horse falling down dead, a man asked, 'Did it ever do that before?'"

"Heaven was defined as a place where 'whisky is plentiful and police are scarce.'"

"Have you seen Tom since he left?"
 "No; but I'm gaun tae write tae him tae speir his address.'"

Intellectually the Scotch are one of the very greatest people in the world, but they don't seem to be very funny.

The height of sea-waves has long been the subject of controversy. Eminent hydrographers have insisted that storm waves were not usually more than ten feet high, and rarely over twenty when the conditions of the sea were most favorable for wave development. Many a traveler, reclining on a cabin transom, has looked up through the skylight to see the waves rearing their frothy crests, and wondering how even a twenty footer could show so high above a great ship's deck. Many a sailor dowsed by an up-driving wave while lying out on a top-gallant yard has, doubtless, shaken his head incredulously when told that the highest waves were not above twenty feet, the rest being "heel" of ship and dip of yard. Now, however, comes expert testimony to prove that storm waves are often forty feet and sometimes from sixty to seventy feet in height. In the recent British scientific expedition some instructive data were gathered by a sensitive an-

eroid barometer capable of registering its extreme rise and fall by an automatic register. "With a sea not subject to an atmosphere of unusual violence, it indicated an elevation of forty feet from the wave's base to the crest." Admiral Fitzroy, after a long series of careful measurements from the main top of his ship, came to a similar conclusion.

The Old Canoe.

Where the rocks are gray and the shore is steep,
 And the water below looks dark and deep,
 Where the rugged pine in its lonely pride
 Leans gloomily over the murky side;
 Where the reeds and the rushes are tall and rank,
 And the weeds grow thick on the river bank;
 Where the shadow is heavy the whole day through,
 Lay at its mooring the old canoe.

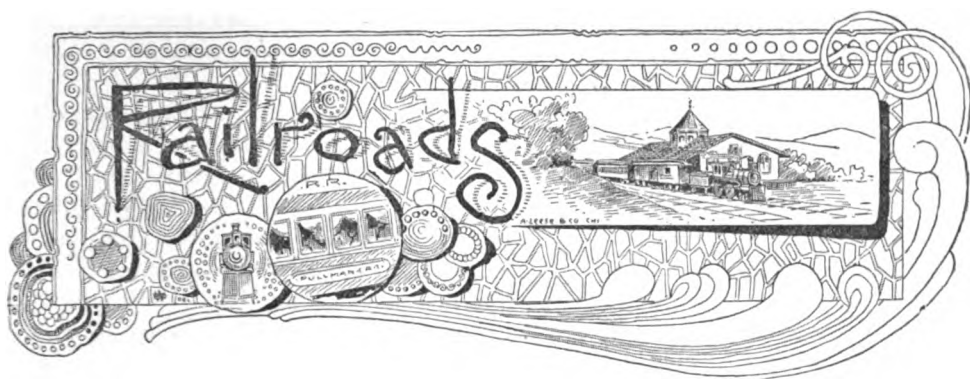
The useless paddles are idly dropped,
 Like a sea-bird's wings that the storm has lopped,
 And crossed on the railing, one o'er one,
 Like folded hands when the work is done,
 While busily back and forth between,
 The spider stretches his silver screen,
 And the solemn owl, with his dull "to-whoo,"
 Settles down on the side of the old canoe.

The stern, half sunk in the slimy wave,
 Rots slowly away in its living grave,
 And the green moss creeps o'er its dull decay,
 Hiding the smouldering past away,
 Like the hand that plants o'er the tomb a flower,
 Or the ivy that mantles the fallen tower;
 While many a blossom of liveliest hue,
 Springs up in the stern of the old canoe.

O, many a time, with careless hand,
 I have pulled it away from the pebbly strand,
 And paddled it down where the stream runs quick,
 Where the whirls are wild, and the eddies thick,
 And laughed as I leaned o'er the rocking side,
 And looked below in the broken tide:
 To see that the faces and boats were two
 That were mirrored back from the old canoe.

But now as I lean o'er the crumbling side
 And look below in the sluggish tide,
 The face that I see there is graver grown,
 And the laugh that I hear has a sober tone,
 And the hands that lent to the skiff light wings,
 Have grown familiar with sterner things;
 But I like to think of the hours that flew
 As I rocked, where the whirls their wild spray
 threw.
 Ere the blossoms waved or the green grass grew,
 O'er the mouldering stern of the old canoe.

—Selected.



The Rio Grande switchmen now receive Chicago pay.

* *

Scarcity of cars is the cry all over the country. Why not build a few more?

* *

One thousand locomotives is what the Baldwin Locomotive works intend building this year,

* *

The elevated railroad in New York carried 8,000,000 more passengers in 1889 than in 1888.

* *

There was laid during the year 1889, 5231 miles of railway, being 1800 miles less than the previous year.

* *

The largest organ in the world is being built for the Auditorium in Chicago and will be worked by electricity.

* *

The *Railway Age* gives the names of 120 active and retired railway officials who have died during the year 1889.

* *

A double header on the Denver & Rio Grande, near Walsenberg, Colo., broke in three parts wrecking an engine and fifteen cars.

* *

The pay-car of the Ohio, Indiana & Western Railroad, with Gen. Sup't. Wilson and J. C. Cummings, trainmaster, on board, was wrecked near Covington, Indiana, the morning of Dec. 16th. The superintendent and trainmaster were both killed and

both bodies were badly mutilated. Supt. Wilson has been connected with this road for 19 years and was a universal favorite.

* *

A safety switch has been invented by Mr. Louis Dunn, of Minneapolis, which good judges claim will save all danger of derailment.

* *

The auditor's and accounting department of the Atchison, Topeka & Santa Fe, will be removed from Chicago to Topeka, Kans.

* *

National association of General Baggage agents hold their 19th annual convention at Ebbitt House, Washington, D. C., Jan. 15th, 1890.

* *

On Dec. 1st the Pennsylvania lines west of Pittsburgh had in their employ 25234 men, nearly 29 per cent of whom are members of their relief fund.

* *

The Northern Pacific Railway has ordered five new steam shovels of the Bucyrus Manufacturing Co., which will make eleven new ones in all.

* *

That was an unfortunate and serious accident on the Northern Central, near Emigsville, Pa., where two engines and thirty cars were wrecked, also three men killed.

* *

The net earnings of the Westinghouse Air brake Co., of Pittsburg, ending September

1st, for the year 1890, was \$1,375,000, leaving a surplus of \$500,000 after paying all expenses. 140 for the same period in 1889. Still it is quite a respectable number.

* *

The Detroit Bridge and Iron Works will erect the new car sheds for the new union depot at Grand Rapids, Mich. They are to be made of iron and glass and will be 600 by 134 feet.

* *

A serious wreck on the Chicago and Eastern Illinois, at Oakley, a suburb of Chicago, resulted in the death of four persons, with others injured. A switch being left open a train ran into another on a side track.

* *

We learn that Mr. Paul Morton, General Freight Agent of the C. B. & Q., has tendered his resignation and will be succeeded by Thomas Miller. We have not learned the future intentions of Mr. Morton.

* *

The Berlin Bridge Co., of East Berlin, Conn., has taken the contract for the Chesapeake Dry Dock & Construction Co., at Newport News, Va., which is to be exclusively of iron. The contract price is \$150,000.00.

* *

The Chicago, Milwaukee & St. Paul will run a second class excursion train from Chicago to San Francisco, and return, twice every month, from January to May. The first will leave San Francisco about Jan. 22d.

* *

The Cleveland, Cincinnati, Chicago & St. Louis Railway have ordered fifteen new locomotives of the Brookes Locomotive works, of Dunkirk, N. Y., and 2000 freight cars from the Litchfield Car Co., of Litchfield, Illinois.

* *

The immigration from foreign countries seems to be falling off in comparison with last year, as the reports from the principal ports for 1888 show 473,172 against 378,-

* *

The contract for grading 46 miles of the Pacific Short Line from Plaineville to O'Neil, Nebraska, has been taken by Raynolds Brothers. It is anticipated that the entire line will be finished by Jan. 1st, 1891, costing \$19,000,000.00.

* *

Mr. D. E. Thompson, superintendent of the northern division of the B. & M., in Nebraska, (headquarters at Lincoln, Nebraska,) we learn has resigned his position to take effect Jan. 1st, 1890, leaving for Europe about Feb. 1st, on a trip for his health.

* *

C. H. Resseque promoted to be General Manager Montana Division, Union Pacific Railway; we have worked under his management in days gone by. A thoughtful, wide-a-wake gentleman, not afraid to learn and improve, a promising light in the railway profession.

* *

The Atchison, Topeka & Santa Fe Railroad have given a mortgage in the sum of \$150,000,000 to the Union Trust Company, of Chicago. It is given on the rolling stock of 470.58 miles of road and secured by 15000 bonds of \$1,000 each, with interest at five per cent.

* *

A train on the Santa Fe was held up near Temple, Texas, a few days ago. After mortally wounding one of the guards they overpowered the rest, compelling them to uncouple the express car, ordered the engineer to go ahead, and then rifled the car of the enormous sum of \$42.

* *

According to the first semi-annual statement of the Chicago, Burlington & Quincy Relief Department, their membership has already reached 5000 and is rapidly increasing. The disbursements have been as follows: for the month of June, \$104; July, \$660.25; August, \$968; September,

\$1,375.50; October, \$4,724.15; November, \$4,874.15. 200 members received assistance during November and two death claims were paid.

* *

The report of the Illinois Railway Company for the half year ending June 30th, 1889, shows gross earnings of \$6,430,830.00 an increase of \$979,236.00 over the same period in 1888. Net earnings, \$2,403,858.00 increase, \$763,260.00. Also an increase of mileage of 322 miles.

* *

We hear that the genial gentleman Tom Miller, (everyone calls him Tom) will succeed Mr. Paul Morton as general freight agent of the C. B. & Q. We have personally known this gentleman for more than 26 years, and our best wishes go with him in his new vocation, with entire confidence that he will fill the bill.

* *

Mr. Charles Howard, who has been superintendent of the Providence & Worcester road for nearly three years, was chosen general manager of the New York and New England road at their annual meeting in Boston, Dec. 10th. Mr. Howard is 46 years of age, having been in the railway service since 1870.

* *

The Erie Car-heating Company have great faith in the durability and efficiency of their principle of heating cars, and offer to furnish them to other roads for the space of ten years at ten dollars a car, yearly. Their chief specialty seems to consist in their manner of making connections between the coaches.

* *

The Grant locomotive works will be transferred to Chicago in the very near future, they having purchased a section of land in the town of Cicero, with an additional eleven acres. They have been financially assisted in many ways by the liberal business men of Chicago. Mr. E. T. Jeffrey, who was for so long a time, general manager of the Illinois Central

Railway, will undoubtedly have much to say in regard to the management of this gigantic corporation. This will be the first plant of this kind west of Pittsburg, and will undoubtedly bring other manufactories near them so that the first we hear there will be a city of engine buildings, like that of Pullman.

* *

Mr. E. T. Jeffrey has given to the world the experiences of his travels in Europe and his visit to the Paris exposition, by publishing a volume of 72 pages called "Paris Universal Exposition." This will be of great interest to the gentlemen who desired him to attend in the interest of "The World's Fair in Chicago."

* *

From later advices we learn that Paul Morton, general freight agent of the C. B. & Q., has accepted the position of Vice-President of the Colorado Fuel & Coal Co., and the White Breast Coal Co., of Illinois and Iowa, with headquarters in Chicago. It is presumed that he has quite a monied interest in this corporation.

* *

The *Railway Age* for Dec. 20th, presents to its readers a very neat likeness of the President and General Manager of the Chicago, Milwaukee & St. Paul Railway, Mr. Roswell Miller. Mr. Miller has the supervision of nearly 6000 miles of railway. We have much faith in this gentleman, believing him to be a man of marked ability, and a gentleman who tries to do what is right with those who are under him.

* *

Near Eastaboga, a small station 50 miles east of Birmingham, on the Georgia Pacific Railway, Miss Betty Emmens was walking along the track when she discovered that the spikes had been drawn and a rail misplaced. Just as she made this discovery Miss Emmens heard the roar of an approaching passenger train running at full speed. She knew the train would be wrecked if she did not stop it and she did

not hesitate an instant. She wore a red flannel petticoat, and hastily tearing it off ran toward the approaching train waving the garment across the track. The engineer saw the signal in time to stop the train. When the passengers heard of their narrow escape and Miss Emmon's coolness they at once made up a handsome purse and presented it to her.

* *

S. W. Foote, Phillip Sharrer, C. V. Whitebeck, of Syracuse and Emmett Van Camp and Adelbert Lay, of Rochester, New York Central railroad conductors who were recently discharged, have been reinstated again. This will be gratifying news to the friends of these men, who have felt that the officers of the railroad company had put them on the list unjustly.—*Syracuse Sunday Times*.

* *

The opinion formed by Mr. Manvel, president of the A. T. & S. F., after mak-

ing the tour of the entire system, some 7,500 miles, seems to be very favorable, as he expresses his sentiments in the following words: "It is a wonderfully fine piece of property." He seems to be very hopeful of its future; an opinion that would seem to endorse rather than condemn the action of those who planned this gigantic scheme.

* *

Lake Superior is 325 miles in length, greatest breadth 160 miles, square miles, 81,000.

Lake Michigan, length, 300 miles, breadth, 108 miles, square miles, 23,000.

Lake Huron, length 100 miles, breadth 169 miles, square miles, 20,000.

Lake Erie, length 250 miles, breadth 80 miles, square miles, 6,000.

Lake Ontario, length 180 miles, breadth 65 miles, square miles, 6,000. Total square miles, 135,000.—*Selected*.

A BOY AND A BANANA PEEL.

There is always a chance for the boy who keeps his eyes and ears open and can draw an inference from what they report. A quick-witted boy appeared on the scene in an emergency, and shamed a group of dullards.

A long, yellow ice cart, heavily laden, slid, the other day, into a gutter in Chambers street, near West Broadway, New York. The rear wheel stuck firmly against the curb. The driver lashed his horses and swung them around, but to no purpose. Ingenious philanthropists offered all kinds of suggestions, patted the trembling, sweating horses, and some put their shoulders to the side of the truck, but without avail. The off rear wheel would not turn. A bare-footed little colored boy had watched the proceedings with a child-like look of sympathy for the overstrained animals. He suddenly ran down Chambers street, and returned panting, carrying in his arms a lot of banana peels.

"Say, boss," he called to the driver, "I'll make yer wheel turn with this 'ere, if yer'll let me put 'em down."

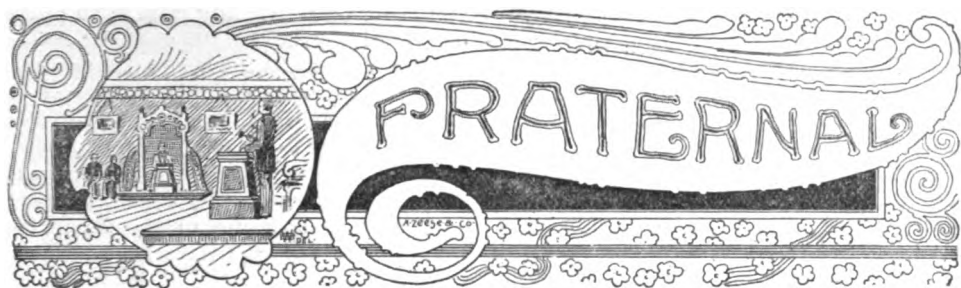
"All right, sonny!" said the driver.

The little lad sprang under the wheels, and carefully laid down the skins.

He pressed some close to the curb, where the wheel was jammed. Then he sprang back and shouted: "Now, boss, pull away!"

The crowd laughed; the driver pulled out his lines and gave his horses a lash. The animals sprang forward, the wheels glided along the layer of banana peels, and the heavy wagon rolled out of the gutter. The onlookers cheered as it rolled away.

"Oh," said the little boy, "I've seen pop move barrels and big boxes with oil, and pop tole me a little oil makes dings go round. I seen hebby men fall on banana peel, an' I guessed dey'd move dat wheel."—*New York Sun*.



WELLSVILLE, Ohio, Dec. 26, 1889.

EDITOR CONDUCTOR: The office of Train Master Ohlinger, of the C. P. Division, Penn'a Co's R. R., was the scene of a very happy event Tuesday afternoon at two o'clock, namely, the presentation of an elegant gold-headed cane to conductor J. A. Stambaugh, and a beautiful piece of silverware to his lady, as testimonial from the conductor's and brakemen of this division, of their appreciation of his past favors. Mr. Stambaugh has been for a number of years, foremost and most prominent, in his endeavors to promote the financial interests of his fellow conductors and brakemen, and has been successful in his efforts. Brother Stambaugh is a member and Past A. C. C. of Division No. 14, and is esteemed and respected by the R. R. employes generally.

The presentation speech was neatly made, by Brother J. L. Francis, of Division No. 14, and responded to in a feeling manner by Brother Stambaugh.

S.

INDIANAPOLIS, Dec. 16, 1889.

EDITOR CONDUCTOR: Division 103 had their annual election of officers on Sunday the 15th ult; and strange to say, I was elected as correspondent to the, or of the RAILWAY CONDUCTOR by acclamation—Think of it. I blush to acknowledge it. I have now held that honorable position down for about five years, and have sent that many contributions in all these fleeting years; but this seems to be a case where the office sought the man, and not the man the office, for understand me, I am no office seeker. I am indebted to Brother Baldwin for this much sought for position. He wants all the Brothers of Division 103 to have "Soft jobs," and correspondent he evidently thinks is a nice easy one—easy won, and Brother B. took especial care that I should win it, and everybody was satisfied, so I will have to be, and in this connection will say, that Indianapolis Division 103 O. of R. C. is doing very good work, has a large membership, and could have a larger one if each and every brother would exert themselves a little to get good men to join us in our labors. There

is plenty of good material in this village railroad centre of Indianapolis, who would be willing to go with us if we would only use our influence with them. Let them know we would like to have them join us, for their benefit as well as ours. Now do not think I want Tom, Dick and the other fellow to be admitted, for I don't, but I know there are men or conductors "if you please," running into this city that would make good members of our order. I want to see all good conductors within its ranks, and I want to see all that do belong to this order take a policy in the O. R. C. Insurance if they are not protected otherwise. Every meeting brings to our Division a circular asking for aid to help some brother's widow and orphan children. This should not be; I think every man in railway service should be amply insured for the protection of his loved ones when he is called to make his last run to that terminal station from which no one returns. Brothers,² I want you all to be ready for the trip, so that we may all meet a happy and united order around the altar of the Grand Chief Conductor of the universe.

As I have become 12 hours late, I will take siding, for fear I may get run into, "the waste basket," but if acceptable or worthy will write again.

Yours in P. F.

"CAR EATER."

GREENFIELD, Mass., 1889.

I have been permitted to read from the journal, two articles in favor of Sunday trains, and have wondered, if, among the readers of this periodical containing so much common sense, there were not many others who were amazed that any being of ordinary intelligence, living in a Christian land, under the shadow of our institutions of learning and churches, where our children are taught that the breaking of God's laws is attended with punishment, some times swift but always sure, should harbor the idea that we as a nation can play fast and loose with the nation's Sunday and hope to escape the wrath of the God of nations. Great nations have been entirely overthrown. Why? What does God say: "Because ye have disregarded

my Sabbaths have I brought all this evil upon you" Look at the history of Rome, once so prosperous. Rome! Where is all her glory now? Why did Rome fall? Because of her virtue? Because she kept God's Sabbaths? Read and see! Now from a worldly point of view, is it profitable to run Sunday trains? What do some of the managers say? "I find my men are worth more to me if they are kept entirely from Sunday work." Think you could get some excellent ideas on the subject by addressing the manager or superintendent of the N. Y. Central and others I might mention. Every intelligent conductor knows that if a man is overtired he is more liable to forget orders, and you know too well what the result may be. It is commendable in Brother Severance that he is planning some way for the comfort of those who are working hard all the week. Let us do all we can for them. They need and in many places sadly too, less time for work and more time for recreation, but let us never again for a moment forget, that if we as a people neglect nature's law and God's command "Six days shalt thou labor and do all thy work," just so sure shall we bring God's vengeance upon us and upon our children.

Yours in P. F.

C. F. WADLUGH.

NORTH PLATTE, Dec. 18, 1889.

EDITOR RAILWAY CONDUCTOR: North Platte Division No. 35, had its annual election of officers at a meeting yesterday, with the following result: C. C.; Geo. W. Hartman; A. C. C.; Thos. Costello; S. and T.; W. L. Park; S. C.; Wm. Blood; J. C.; Jas. Keeler; F. S.; J. F. Jackson; O. S.; N. C. Stone; Delegate to Grand Division, N. R. McBride; Alternate, Wm. Lahey. During the meeting the brothers were agreeably surprised by the presentation to the Division, of an elegant set of emblematic banners, by Mrs. Geo. Hartman and Miss Alice Vernon, wife and sister-in-law of our Chief Conductor. The event will long be remembered by our Division, and the beautiful gifts treasured, not so much for their intrinsic value as for the thoughtfulness of their fair donors in thus signifying that they are with us heart and hand. Such occurrences bind the members closer together and always remain a bright spot in the history of an order. The members expressed their appreciation of the gift by a neat vote of thanks to the ladies, and we desire to thank them through THE RAILWAY CONDUCTOR, and assure them that when we gather around our mystic shrine, their names and faces will be recalled many times in the far future by their skill and taste.

The members of 35 are pretty well scattered as those of other Divisions are I suppose, but are

very loyal to her. We have them in all parts of the United States. The "Limited fast mail" on the Union Pacific is a hummer, the conductors run through from Council Bluffs to Cheyenne and from there to Ogden; P. L. O'Brien, W. W. Keen, C. H. Peirie and W. L. Park are on the first run; Shingle McManus, Hillord and Wolcott on the second, making runs of 519 miles. Conductors on the Julesburg branch are running through from North Platte to Denver, and it is a great deal more satisfactory.

Conductors on the Union Pacific are generally well satisfied. They have a pleasant set of officials and very little to complain of. "Contentment is happiness," and so we are. Several official changes occur the first of the year, but they are mostly in the line of promotions, contrary to the old way of making "clean cuts." We think this much preferable, as it is felt all along the line, giving all some interest in the prosperity of the road.

PUNCH.

FARGO, Dec. 24, 1889.

EDITOR MONTHLY: Division 72 again begs leave to a word to the brothers and sisters who read the CONDUCTOR. The event of the year was the 3d annual ball of Division 72, given at the armory in the city of Fargo. Over two hundred couples of the elite of our beautiful city enjoyed the hospitality of the O. R. C., tripping the light fantastic toe and partaking of the good things at the refreshment table, until the hour of 2 a. m., and has been declared of all, the greatest society event of the season.

The annual election of officers took place at our last regular meeting. C. C., A. L. Carey; A. C. C., C. T. Probert; S. and T., C. H. Baker; S. C., V. R. Neal; J. C., Chas. Wheeler; S. J., Frank D. Allair; O. S., D. B. Reed; Delegate to 22d Grand Division at Rochester, N. Y., A. L. Carey; Alternate C. H. Baker.

A special meeting will be held Dec. 29th, for installation of officers and conferring the new work on all who can attend. Our Order is prospering and the membership increasing; some by transfer card and some by initiation. Your correspondent is sorry, however, that so few are entering the insurance department, and let me say right here, that no brother can afford to go unprotected when you consider the cheapness of the cost. I asked an agent, working for a life insurance company, the other day, what I could get into his company for per thousand dollars at my age, namely, 42 years old? His reply was forty dollars per year on a thousand. Now while less than forty dollars will protect you in the sum of two thousand five hundred dollars for one year, as against forty

dollars on one thousand for the same time, why can any sane man allow his insurance to lapse, or why all do not avail themselves of the opportunity is more than I can understand. We have just experienced a sad case here in Fargo, in the death of Brother Vanvleck, who I understand was at one time insured in our Order, but unfortunately allowed it to run out, leaving a widow with two sick children, one of whom died one week after the death of Brother Vanvleck, leaving a bereaved widow and mother. Division 72 have born all the expense and is now helping the family to get through this winter, although Brother Vanvleck was not a member of 72, we are ever ready, as I believe all Divisions are, to respond to the call for relief, and when the hand of Almighty God is stretched out to call one of our number from the care and troubles of this world, we humbly bow in reverence and say, thy will be done. But sad and sickening is the thought that the dear ones left behind are unprotected by our cheap insurance. Brother Editor, stir up the question at the next G. D. I hope to see some important steps taken to increase the insurance list.

A Merry Christmas and a Happy New Year to the CONDUCTOR and all its readers.

A. L. C.

P. S.—I enclose a clipping from the *Fargo Argus* and *Fargo Republican*, marked on the back.

A. L. C.

CONDUCTOR'S BALL.—The ball given by the Order of Railway Conductors at the armory last evening, was a success in every way. It was their third annual ball, and was pronounced by those present the most brilliant of the series. The attendance was unusually large; the music by Rupert's orchestra could not well have been improved; and the refreshments were choice, varied and nicely served. The programme was admirably arranged; and under the direction of Messrs. Weber, Sloan, Trotter, Probert and Hume—the floor managers—the entertainment passed off as pleasantly as could have been desired.—*Fargo Daily Republican*.

There was a gay gathering at the armory Friday evening enjoying the third annual ball given by the Greer Division No. 72, O. R. C. The grand march took place at 10 o'clock, from which time it was a continuous round of pleasure until a late hour. Many and varied were the handsome costumes that adorned the fair ones that graced the dance with their presence.—*Fargo Argus*.

The Thomas Dixon Division, No. 171, of the Order of Railway Conductors, elected the following officers for the ensuing year: Chief conductor

H. A. Sewell; assistant conductor, George W. De Long; secretary and treasurer, D. O. Gibbs; S. C., J. C. Ralston; J. C., John J. Lee; O. S., Eugene Bump; delegate to grand division, T. G. Ross; alternate, J. J. Parris; executive committee for three years, George L. Worcester. After the election a collation was served at Roach's dining rooms. Among the guests present were C. E. Weisz, of Middletown, N. Y.; a member of the national board of directors of the Order of Railway Conductors, who delivered a very effective speech upon the aims and purposes of the order. He referred in very emphatic terms to the practice of railway companies discharging conductors for supposed dishonesty without affording them an opportunity for defense against the "spotters," who in several recent cases have been proven guilty of making false statements. Mr. Weisz is also a member of the insurance committee of the order and presented some interesting facts and figures relative to that branch of the association. Up to December 1st, this year the committee had paid out \$142,500 to the families of diseased conductors.

Addresses were also delivered by Conductors Brown, Robinson, Slattery and Donnelly, Train Dispatchers Wade, Woodward, Van Alstyne and William H. Anderson. The remarks were of a lively and humorous nature, and some of the speakers displayed more than ordinary elocutionary powers. The evening passed quickly and merrily and the attendants expressed hope that similar collations might be frequent.

RICHMOND, Ind., Dec. 26, 1889.

EDITOR RAILWAY CONDUCTOR: It has been some time since I have had anything to say representing the Lodge Division 110 of our worthy Order. Another Christmas has past and I hope all the railroads have been as kind to their men as were C. St. L. & P., officials to theirs, they having refrained from moving anything but live stock and perishable property in order that the employees could, as far as possible, spend the anniversary of Christ's birth with their families.

The Adams Express Co., especially the division whose headquarters are at Cincinnati, displayed their generosity by presenting each passenger conductor, express messenger and engineer, running into that city over whose lines their company is represented with a ten pound turkey and a can of select oysters. You will know by this that your obedient servant had something to eat on that day. I have no doubt that the recipients of these tokens of regard will see that the Adams Express Co., will not be neglected.

The employees of the Pennsylvania Line west

of Pittsburg are very much disturbed over an order just received from headquarters that an arrangement has gone into effect whereby agents will be supplied with employes half-fare tickets. We are all shaking in our boots for fear that for our New Years present we will receive notice that the system of issuing of passes to others than actual employes will be abolished, but we hope for the best and are half inclined to the opinion that it is only the intention to issue half rate tickets to employes of other lines upon a request from their proper authority and that we will be expected to pay half rate when traveling on foreign roads. I do hope that such is the intent of the order as the company, I believe, has the reputation of being more liberal in the way of free transportation of employees and their families than any line in the west. No officials could be more kind to their men than those connected with the division with which I am identified. I know that this treatment has had the desired effect, for I do not know of one in any capacity who does not have their interest at heart, and the few accidents that have occurred upon this system for several years, I think, is sufficient evidence that the men in all grades have carried out instructions issued from time to time for their guidance. I also believe that the traveling public feel about as safe when riding over this road as it is possible for them to feel over any line, as it is not an uncommon thing to hear a passenger remark that "while the Pennsylvania Railroad had considerable (imaginary) red tape and that the mileage books in use are not entirely satisfactory, the services rendered are so perfect that it is a pleasure to be one of their patrons.

Since my last letter we have been called upon to bury our worthy brother, Daniel Driscoll, consumption being the cause of his death; also it has pleased divine providence to remove from their earthly habitation, the beloved wives of our brothers Wm. S. Parkes and Edward S. Gardner. The proper resolutions of condolence were passed by the lodge. There has been nothing of special importance to write about except it may be news to former employes to learn that there are now eight passenger trains per day on what was the Third division and sixteen per day between Logan and Chicago. This will give them an idea as to the increase of business on these divisions and that we have trains scheduled at forty miles per hour and running on time. The Second and Third divisions running through the gas belt have increased the freight tonnage so as to make it necessary to keep in continued service, a yard-engine at Marion, Kokoma and Anderson and part of the time in the locality of Ridgeville. This in-

crease has caused a great number of promotions, consequently a great deal of happiness. Am sorry I have no list of the men promoted so as to inform their friends of their prosperity. Next Sunday our division will elect officers for the ensuing year. Our worthy chief feels that he has held the office long enough and when last heard from declined re-election. However, it may be forced upon him, as he has given entire satisfaction and I know he has the love of the order at heart. Our dear brother McKee, assistant chief, having been transferred to another division, it will be impossible for us to put him on the throne. I rather predict a stormy session, and am sorry I cannot be there to make a little thunder. Our old stand-by secretary and treasurer, Alexander, will be elected by acclamation, as a better man for the place cannot be found. Will give you a list of officers in my next. I close with this one request, that every member become a member of our insurance department, because it is the cheapest insurance to be had and can be carried by all and thereby avoid the embarrassment of having to take up a collection to support the family of one whose light was extinguished without warning. Wishing you all a happy New Year, I remain.,

Yours in P. F.,

FIN.

SLATER, 1889.

E. H. Belknap.

EDITOR RAILWAY CONDUCTOR: Division 212 on the 16th day of Decembr elected the following officers to serve during the coming year: Chief Conductor, W. H. Watson; Assistant Chief Conductor, N. C. Pettegrew; Secy. & Treas., W. H. Burgum; Sr. Conductor, S. T. Tuttle; Jr. Conductor, H. Meyers; Inside S., J. S. Barnes; Outside S., W. P. Botton; Delegate, N. C. Pettegrew; Alternate, H. Myers. Brothers Geo. W. Bracy and A. C. Reynerson of Division 97, acted as marshal and installing officers during the installation ceremony, which took place immediately after election as it was very uncertain when we would have so many of the brothers present again as on this occasion.

7

LOUISVILLE, Ky., Dec. 15, 1889

EDITOR CONDUCTOR: Monon Division No. 89, held its annual election of officers today. Officers elected are as follows: H. S. Rearden, C. C.; H. C. McKinney, A. C. C.; H. W. Adkins, Secy. & Treas.; C. G. Bush, S. C.; Geo. Aikin, J. C.; R. T. Hinton, T. S.; C. E. Campbell, O. S.; T. C. Laughlin, member of executive committee; H. S. Rearden, delegate and J. T. Waterhouse, Alter-

nate. Brothers Rearden and Adkins were re-elected to the same office they have filled for the past year. Owing to the great strain on our division treasury, we are not as well off financially as we would like to be, but every dollar that has been used has been put to a good use, and we are out of debt and have a balance to our credit. To the many brothers who came to our assistance in the Lafferty case, we return our sincere and heartfelt thanks. Our division has grown steadily during the year, and we now have on our roll 170 members. Our division meets every Sunday, and I believe that if all divisions would meet once a week that they would have a better attendance than they do by meeting twice a month. By meeting once a week nearly all brothers can attend at least once a month and a great many can attend oftener, if they will but try to do so. It is more a habit than anything else that keeps brothers away from division meetings. If those brothers who absent themselves from their division meetings so much, will only attend a few meetings they will soon get the habit on them so that they will not want to miss a meeting when they are in off the road. Of course there are some brothers who have no chance to attend, and are excusable. I find that this non-attendance at division meetings exists in all divisions, and now a few words to the non-attending brothers. Will you not try to make a start with the new year that is fast approaching, and attend your division meetings, go there and have a voice in the council of your division and help the officers conduct the affairs of the division. Without your help they cannot long succeed. I heartily agree with S. D. J., in the last issue of THE CONDUCTOR, in regard to the long term of grand officers. I also am in favor of Biennial sessions of the Grand Division, their annual sessions are too expensive to the whole order. One word to our Mutual Benefit department and I am done. I have in the last four weeks paid to the families of two of our brothers, \$5,000.00 who held certificates on our benefit department; this shows that we are founded upon a good basis, and why all brothers do not take out policies I can not understand. Our insurance is certainly not expensive, ten cents a day, will keep it up, and no brother will hardly miss this small sum. Insure, brother

Yours truly in P. F.,

H. W. ADKINS, Sec. 89.

CINCINNATI, O., Dec 24, 1889.

EDITOR CONDUCTOR: Having seen nothing in CONDUCTOR from Division No. 181. Look out now, as 181 has a correspondent for the first time since our existence. Hope you have an editor's turkey for Christmas dinner, as I am on the road

will have to eat pork at a chop house and take cold water for wine, but as I am a tetotaler this will not be a hard task to go through. Well no more. You will hear from our best man soon, and I hope often.

Jo Jo.

FAIRBURY, Neb. Dec. 26, 1889.

DEAR EDITOR: Will you please send the CONDUCTOR to me at Fairbury, Neb., instead of Trenton, Mo. On account of bad health and through the kindness of C. L. Ewing, superintendent, and E. A. Stone, Train Master, east of the Missouri river, and W. I. Allen, general superintendent west of the Missouri river, on the Great Rock Island, and other friends who were instrumental in having me changed to the western climate and I have found the change very beneficial. My best feeling will ever exist toward those who helped me in this case. It gave me much pain to leave my old home, Trenton, Mo., where I have been located for the past 13 years, steady at work for the C. R. I. & P., and being deprived of the pleasure of meeting with the brothers of my Division 42, but I must say I have met with many kind brothers out west. When I landed at Fairbury the first to meet was an old time brother, W. H. Hurlless, who gave me a welcome hand and assured me that I would be kindly treated; next to meet was James Martin, another good and true brother, and many others I have met that will stand the test anywhere. I run from Fairbury, Neb., to Phillipsburg, Kans. Phillipsburg is located on the Denver line of the Rock Island, 283 miles west of St. Joe. I would like to explain the feeling of some of the brothers running west of Phillipsburg but I will refrain from that at this writing.

Yours truly,

G. F. STAMPER.

PLYMOUTH ROCK, Dec. 1889.

Two hundred and sixty-nine years ago, viz. the 22d of December, 1620, a small weather beaten bark touched the rocky strand at Plymouth, Massachusetts.

The wilderness, snow clad and black, was solitary, and no voice was heard but the breaking waves of a wintry sea and the moaning winds through the branches of the pine trees which crowded the cheerless coasts. The little band disembarked from the May Flower, and, on their knees amid the snow and ice of that inhospitable shore, offered up thanksgiving for the preservation of their lives, not for wealth and honor and comfortable homes and the protecting arm of civil government, but for the privilege of life and liberty in the wilderness. They were not only expatriated

but driven across the sea to a worse than solitary wilderness, one invested by ravenous beasts and the savages of the forest, the primeval owners of the soil, yielded and gave up their native soil to the progress of civilization and the strides of American genius. Yet they were thankful.

As amid the storm they sang

And the stars heard, and the sea

And the sounding aisles of the dim wood rang

With the anthems of the free.

This looked like a small beginning as the least of all seeds for empire and future greatness, but they came in obedience to a principle for liberty of conscience, freedom to labor and think and worship, according to outward seemings. Their persecutors might have laughed them to scorn, and have regarded them as annihilated so far as their independence or greatness in their future is concerned. As they left home and country for freedom of religion and of thought. They acted in harmony with that principle, they did not seek to establish commerce and outward prosperity first. These were not their errand, but they erected a rude edifice, which should serve the double purpose of church and school house, and in this they took shelter until they could build a house, (separate from the church) for their families. From that hour onward, education and religion and the culture of the intellectual and moral faculties seem to be their beacon light, their leading idea, and though famine and sickness thinned their ranks and threatened to exterminate them, they triumphed over multiplied obstacles and evils, maintaining through all their sufferings their original thought, viz: liberty, education and religion. The mother country not satisfied with expatriating the pilgrims, greedily followed them across the sea as soon as they began to prosper, to hunt down their liberties and eat out their substance.

But we find this little band, though not very numerous, strong enough to resist the oppressive invasion. In a century and a half the banner of American liberty floated over the sterile shore, where the May Flower discharged her handful of faithful souls. King Philip's cruel wars were but a check upon the rapidly developed plans of the new comers and intruders upon their rights the arbitrary acts of our mother country, and the threatened punishment for the violation of these acts caused a revolt by their children, their anger was appeased by casting overboard the cargo of tea sent into Boston Harbor in 1773. That night, the darkest in American history, was made light by the faces and cheerful with the smiles of Otis, Quincy Adams, Hancock and others whose lives were made sacrifices for their country and whose fortunes were laid upon its alter, and today this

little colony and a few cotemporaneous ones have become great and spread out into a broad empire, which stretches across a continent and stands up before the world a proud and powerful nation, eliciting the respect of the world for its power and enterprise. Its commerce enlivens every ocean, its sail whitens every sea. Its agriculture, its manufactures and its inventions rival those of the oldest and richest countries, while its schools and institutions for a higher education surpass those of any people in the world.

But Plymouth Rock and the May Flower do not belong alone to Massachusetts or to New England. Thousands on the shores of the Pacific and tens of thousands, whose enterprise has subdued the western wilds, and extended the arts of peace and civilization with a rapidity and power before unknown in the annals of mankind, have been animated by the blood of the Pilgrim Fathers, or been guided by that which their examples furnished and hence they justly claim kindred with all that makes the name and fame of Plymouth Rock immortal.

The sons of New England everywhere and all who sympathize with the character and achievements of the Pilgrim Fathers, and their prosperity will rejoice in gathering around one common altar and celebrating the anniversary of their landing and the deeds which have made that day one of the most signal and illustrious on the records of civilization.

HOUSTON, Texas, Dec. 23d, 1889.

EDITOR RAILWAY CONDUCTOR: It seems that some of my kind brothers of El Capitan Division, No. 115, have been telling tales out of school, and thereby obliged me to write a word or two in self-defence, not, however for publication, but for the pleasure it gives me to write a friendly letter to any brother of the Order. You, however, stated correctly, in your issue of December 1st., that I could not attend my Division more than once or twice a year, but my heart is always with the O. R. C. boys. God bless them, and may THE CONDUCTOR continue in its good work which it is so nobly doing.

This unique exhibit started on its eastern tour Dec. 3d, from San Francisco, and thus far it has been our good fortune to be handled almost entirely by O. R. C. men, among the number being Conductors Post, Hubbert, and some others whom we cannot now call to mind. West of El Paso from Sanderson to San Antonio, we were in charge of Conductor Lock Campbell, of Division No. 76, San Antonio. From San Antonio to Columbus, with Conductor J. A. Morris; and from there to Houston, with Conductor J. K. Lyons of

Houston Division. These gentlemen are all enthusiastic members and good competent men. We were also fortunate in making the acquaintance of Superintendent W. H. Murray and wife, at San Antonio, who made our stop in their city extremely pleasant.

Everything on the San Antonio division seems to go as smooth as clock work, so much for putting an old reliable O. R. C. man in the position of superintendent. If our head officials were to make more such appointments there would be less friction on our railroads of to-day.

We leave this city for New Orleans to-night. From there over the T. & P. R'y to Texarkana; then via. Mo. Pac. R'y to St. Louis, Kansas City, Pueblo and Denver, thence over the C., R. I. & P. to St. Joseph; from there through the north west to St. Paul, Duluth, Ashland, and down to Chicago via. the C. & N. W. Thence over the B & O. to Washington and Jersey City; thence west over the B. L. & W. to Buffalo; then over into Canada and back to Chicago. This covers our entire itinerary. Hoping I have not taken too much of your time, I will say good bye.

I am truly,

J. B. LAUCK.

BRainerd, Dec. 17th, 1889.

Editor Railway Conductor,

DEAR SIR AND BROTHER: At a regular meeting of Brainerd Division 197, held December 16th, the following officers were elected for the ensuing year:

A. C. Harrison, C. C.; J. B. Quimly, A. C. C.; I. C. Loomis, S. and T.; S. Corrigan, S. C.; S. C. Hannon, J. C.; J. McGowan, I. S.; M. F. Hannon, O. S.; W. H. Cumin's, delegate; James Smith, alternate.

The same evening the installation of the officers elect took place at armory hall. When the officers took their places Brother Cummings came forward and in a neat and appropriate speech, on behalf of the ladies presented Brainerd Division 197, with as handsome an alter cloth, bible and set of flags as any one could wish for. Brother Spaulding made a very happy response. After the installation the floor was cleared, the band struck up and the dance commenced, which wound up with a grand banquet at the Arlington.

Division 197 is one of the prosperous divisions of the Order. Fourteen members were initiated last year, one by petition and nine by transfer, while only one was lost and three by transfer. Hoping all good brothers may have as good a time as we did Dec. 16th.,

I remain yours in P. F.,

I. C. LOOMIS.

Seeing and Thinking.

When oft I see how dishonesty
So many life prizes is winning
While honest men are suffering, there
I only see but the beginning.
Their thoughts of life after this strife
Suggests when there comes a solution
We may depend we'll find at the end,
An adjustment and right distribution.

When oft I see in society
All kind of wealth take precedence,
While virtue and worth meet with scorn and
mirth,

To their claim none giving credence,
I revert in thought to the one who taught
Of a place where no lowly are slighted,
But woe unto those these earthly things chose
There, and now are, as sepulchers whitened.

S. E. F.

GALESBURG, Ill., Dec. 31st, 1889.

DEAR EDITOR: Thinking perhaps you would like to hear from Division 83, and to let you know we are all on deck, and by no means have forgotten our old worthy ex-member, "his nobbs," will take pleasure to inform you of our election of officers which took place Dec. 28th, as follows:

A. N. Marshal, C. C.; Geo. Conley, A. C.; D. S. Hecker, S. and T. and delegate; O. B. Strickler, J. C.; M. Kellog, S. C.; James Graham, I. S.; W. L. Swanson, O. S.; J. K. Howland, alternate, and correspondent of Division 83. Our old worthy, distinguished brother, J. M. Peck, for trustee, and with a corps of the above names, can see no reason why Division 83 should not prosper in future as in the past.

Merry Christmas and happy New Year to you and all. God bless our whole fraternity.

Yours in P. F.,

J. K. HOWLAND.

TERRE HAUTE, Dec. 24th, 1889.

Editor Railway Conductor,

DEAR SIR AND BRO: A few more days and the old year will have gone. We will close another volume of life's history, and open a new balance sheet with "old father time." Before we close the volume of '89" permit us to take a retrospect of the past, as there are many things memory will want to dwell upon. Draw the volume close that *no one* can read our innermost thoughts, as there are many, many, passages known *only* to ourselves. If these thoughts were only in keeping with life's brightest uses, it would fill our life with deeper and better meaning toward the balance of mankind. Therefore, try and call to mind some

manly word spoken in defence of some fellow being, and we will not read with vain regret the record of fond joys that are no more. Do not refer to the long array of *whispered slander*, uttered in idleness or malice. But turn to the unwritten future and let that be filled with joy and gladness, should we be spared to welcome another New Year, we can refer to it as one of the brightest spots in the book of memory.

We must not forget that it is God who arranges the law of precedence, implead Him or be silent. If we have capacity for a higher station in life, take it. How many men have we in this world that would have to go to bed poor and wake up Vanderbilts or Jay Goulds.

Men must learn to labor and wait if they would succeed, remembering in all things that their competitor is *only a man*. Most certainly there is dignity in labor with the hands as well as with the head. In our intercourse with the world, a continuous circumspection is of great advantage—slowness of belief and proper distrust are essential to success. The credulous and confiding are ever the dupes of impostors. Ask those who have lost their property how it disappeared, and in almost every case, you will find from misplaced confidence. Therefore, in the *affairs* of the *world*, men are not saved by faith but for the *want of it*.

Trusting that the Ruler of the universe will extend His protecting hand to every member of the profession, and each succeeding New Year may find the Order stronger in every respect.

Yours in P. F.,

C. H. ARTHUR.

SIoux CITY, Jan 1st, 1890.

To fifteen thousand brothers of the O. R. C., I send greeting, and wish you a happy New Year.

This beautiful New Year morn, 1890, I hope finds you all, with your families clustered around you, in the possession of health, wealth and happiness. I sincerely trust that not one cloud will cross your pathway on this New Year's day, or the coming year. And as you stand on the verge of the new year, pause and reflect for one moment, looking back over the past, recall to mind, if possible, if, by living it over, you could better it, and if so, make a solemn vow you will profit by the experience of the past and live a more useful one if possible, the incoming year.

Another year has gone. Its records are closed and what has been done of good or evil, cannot be undone. This New Year day is a mile-post to

show us how rapid our transit from the cradle to the grave. At the end of each year we lay up in the archives of the past, a volume; the records of our thoughts and actions, in which no erasures can be made. And on this New Year's day we open a new volume, unwritten, on which we are to write our actions of the coming year, which will be enduring as time. In looking back over the history of our noble institution, how many of us have done, by our acts and influence, to make it what it should be? It is now a man twenty-one year's of age. Has the conductor of the present improved from the one of twenty-one years ago, and if so, has our order been the cause of bettering his condition.

New Year's day is properly a day of rejoicing and making merry. It is no less an occasion of reflection; review the events of the past and lay out work for the future. Have we subverted the object of our being? Have we cultivated our moral nature, placing ourselves on a higher plane in life's journey? Have we strewn our pathway with the memory of good deeds? Have we left our foot-prints on the sands of time that may inspire our brothers to renewed action and nobler motives for the future in life? Let us each day add something for the elevation of our brothers, that it may be said we made the world better and left the memory of good deeds to those who follow after.

Life is a problem of mysteries. He solves the problem best who lives and acts for his own present good and the elevation of his brothers; contributes to the pleasures and happiness of his loved ones, and provides for their future in case he may be called home in an unexpected hour, thereby leaving a competency for those he holds most near and dear; at all times scattering sunshine along life's journey.

During the year just closed, death has cut down many of our noble brothers. He has been no respecter of persons. He has taken those in vigorous manhood and noon time of life, as well as the old and weaker ones. So it will ever be in the future. All must be laid away when the reaper, death, calls, and while we mourn for those gone, let us look forward to the future with the positive assurance that there is a life beyond, and the time will come when we all shall meet in a happy band in that division room where there will be no ballots cast or passwords given to permit us to enter.

But the records of a well spent life will be an assurance we are entitled to a seat.

H. HURTY.

MENTIONS

In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

We trust that Brother E. A. Sadd, will kindly accept our thanks for special favors. Such ones are what make a man, a society, and fills the world full of good deeds, unawares.

From the St. Charles, La., *American* we read that on Christmas day the morning glories were all in bloom, and all kinds of beautiful flowers growing and blooming out in the open air.

Harvey Division No. 95, McCook, Neb., will hold their annual ball at McCook, Neb., on the evening of February 24th, to which all members of the Order and their friends are cordially invited.

Winfield Division No. 245, Winfield, Kansas, holds their first annual ball New Year's eve, Dec. 31st, 1889, in Manning's opera house. Thanks, brothers, for complimentary; we can only hope that you will have a happy time.

Second annual concert and ball of Holyoke Division No. 197, Order of Railway Conductors, evening of Wednesday, Jan. 15th, 1890, at city Hall, Springfield, Mass. A beautiful invitation. Thanks brothers, for same; but too busy. Yet hope you may all enjoy your second annual gathering.

We wish to tell every member of the Order a little story. Do not go and repeat it to anybody else, but every time you sit down in your Division room and find yourself a little deficient in the knowledge of the work, and of course feel a trifle awkward on account of being dull and rusty in this matter, just bring to mind the recollection of a brother who is a member of Colorado City Division No. 244, who has learned the ritual by heart, and can

fill the chair of any officer in the Division, without the help of the book in any manner. We refer to Brother W. E. Morand. Let us hear from the other members as fast as possible; we will notice all with pleasure, and also any other proficiency in any line that is for the good of the Order.

Anyone knowing the whereabouts of Brothers R. H. Anderson, E. W. Beeman, E. L. Minkler and J. H. Reynolds, will please correspond with Brother A. E. Anderson, Sec. Yellowstone Division No. 191, Glendive, Mont., and if these brothers see this notice, will they kindly write Brother Anderson, as it is for their interest to do so.

Brother James McPartland, the efficient Secretary of 58., also delegate to Rochester, came in to shake hands with us during the holidays; could not stay but a few moments as he was very busy, but we improved the time very earnestly and had a good visit. Glad to see you at any time and if we are busy, will go right along with our work as if nothing had happened.

We very much fear that the C., B. & Q. R'y are growing more and more worldly each year, as we notice an item going the rounds, that on Sunday, Dec. 8, there was shipped east from Galesburg, as follows: Cars of stock, 427; dead freight, 236; empties, 15; total 627 cars; being the largest number of cars going east in any one day since sometime in June. A pretty good day's work, especially for Sunday.

The Union and Advertiser, Wm. Purcel, editor, and W. F. Balkam, manager, comes to us regularly from the city where our next session of the Grand Division is to be held. It is an able and interesting newspaper, and all members of the Order are cordially invited to call at their office, by the manager, when in the city; and in as much as they will undoubtedly have a good deal to say of us, while we are the guests of the citizens of the beautiful city of Rochester, and as we will undoubtedly be under many obligations to them for

many favors, we trust that every member who can do so, will not wait until our next annual meeting to accept their kind invitation.

Brother Peck, of 58, gave us a call the other day. He related a few incidents of his railroad life when living in the city of distilleries and revenue taxes, (Peoria, Ills.) He is not railroading at present but takes a lively interest in the welfare of the Order.

The whereabouts of Brothers Robert Balentine and W. C. Tulls, is earnestly requested by Bro. J. A. Morse, secretary of Thurber Division, No. 63, Austin, Minnesota. Any one who can furnish this information will confer a favor by writing Bro. J. A. Morse.

In the number of Feb. 1st, we will give our readers a likeness of a prominent member of the order, who is at present division superintendent of one of the trunk lines of railways. Many of you have seen him, and we are happy to be able to present you a good likeness and say a good word for a brother and a gentleman.

Have you ever had the Grippe? It is a pleasant thing to have; don't miss it if you can possibly have it. It is a jewel encased in memories that will last you a long time. The first three days you ache as never before, the next three cough and sneeze your outsides in, the balance of the time too weak to do either. Don't miss it; if you do you will lose the finest act of your life. We have had it in all its elegance.

Brother George Clegg, of the Santa Fe—do any of you remember him? We do. Thirty years ago he ran an engine on the Quincy division of the C., B. & Q. R. R.; later train master and conductor on the C. & N. W., conductor on the D. & R. G., then on the A., T. & S. F., leaving there to take a position vacated by the promotion of Brother Fred. L. Chase. Success to you, Brother Clegg, all through the journey of life.

Some of the members of the Order and readers of the CONDUCTOR may feel at liberty to make a few remarks, because this number of the magazine is a few days late and there may be a little shortage of items that might interest them. We have only a few words to offer in excuse for this. At the farthest there are only fifteen days to do all this work in, and out of this fifteen we have been in bed eleven days. Besides this Brother Sackett has been laid up, Brother Daniel's family has been very sick, and he has been off the hooks. And in addition, the printing office from the proprietor to

the "devil" have been laid up. So, on the whole, the general health of those who are expected to aid in getting out a readable magazine has not been of a very high order. Even at this time many of them are only able to sit up a half a day at a time.

We are pained to hear of the misfortune that has come to Brother George Wright, of Elmira Division No. 9, who was for thirty years conductor on the N. Y., L. E. & W. R'y, stricken down with apoplexy at his home in Elmira. At last advices, he was able to sit up and all his many friends and brothers, while sympathizing with him in this great affliction, will hail with gladness any encouraging news of his return to health. A genial gentleman and a good brother.

At a regular meeting of the Lone Star Div. No. 53, held Dec. 15th, 1889, the following brothers were elected to the different offices as follows: A. L. Dain, Chief Conductor; G. W. Crowthers, Assistant Chief Conductor; Geo. W. Scales, Senior Conductor; Jno. Hudlor, Inside Sentinel; Thomas A. Murphy, Outside Sentinel; S. E. Kinsinger, Secretary and Treasurer; Chas. N. Knowlton, Delegate to G. D.; A. L. Dain, Alternate Delegate. Yours in P. F., S. E. Kinsinger, S. & T.

Brother Wilkins dropped down from Chicago a day after Christmas, and gave us a little good advice, to all of which we listened with an attentive ear. We are always glad to meet any one who is able and willing to impart any information to us that is for the good of any righteous cause and for our own benefit. Although his time was mostly taken up with business which had accumulated during the absence of the G. C. C., we had a few moments to spare in social conversation to our comfort. Come again when you have an off day.

Brother Parker, C. C., of Division 58, gave us a call a few days ago. He was staying at home for a few days, being a sufferer from the new and fashionable Russian disease "La Grippe." It has settled in his head, ears, neck, stomach, back, arms, feet and limbs, with a curious feeling in the throat and lungs. He said he did not feel very well, himself. We asked him if he considered it catching, and the answer was that he had caught it some way and he rather presumed that it was

From the worthy correspondent of our own Division, No. 83, Galesburg, Ill., we find that they have exercised their very best judgment in the selection and election of officers and delegate for 1890. They are all young men on the right side

at all times. By this remark we do not wish to have any one infer that our views are always correct, or in speaking of the right side, that we are any criterion for any one to go by. What we do mean to say, is, that they are first-class railroad men, honorable and upright, above suspicion of all meanness, and well fitted to not only fill but adorn the positions to which these brothers have called them. No charges, Bros.

Married, at St. Luke's Episcopal church, Clover, Va., on Dec. 18, 1889, Mr. M. M. Albright, and Miss Hattie Carden. The bride is the accomplished daughter of Doctor and Mrs. Carden, the groom, one of the most popular conductors on the Richmond and Danville railroad, and a member of Richmond Division No. 152, O. R. C. The happy couple left on the same day to visit some of the principal cities of the North. Brother Albright was attended by members of Divisions 152 and 221 O. R. C., also members of Danville Division B of L. E.

To the brothers who are favoring us with the very creditable communications which you read in our fraternal columns, in each issue, and to the grand officers, who are ever ready and willing to offer their experiences and views on different subjects, in the official pages, we feel under lasting obligations, and say, in all kindness, and brotherly love, we thank you sincerely; if we had more to give it should be yours. How many more will "go and do likewise?" We have thanks enough to go all round to the 15,000 members of the order.

In looking over the list of delegates to the next Grand Division, as far as received, we find that a large portion of them are being re-elected, quite a number having served one, two and three terms. If competent at first they certainly must have gained in wisdom and power as representatives, and it speaks well for the wisdom of their divisions that they have placed the law-making power in the hands of those whom they have tried, and most certainly shows that they have great confidence in their judgment concerning the wants of the members of their divisions.

Judging from the reports already received in the office there will be quite a reputable showing of increased membership during the last year; and from present prospects we will begin the year 1890 under very favorable circumstances. Let every member be zealous and earnest in doing his duty as a member and a brother, raising the standard of a member of the order, and also that of the RAILWAY CONDUCTOR, a little higher at the commence-

ment of every year, and then see to it that a gradual improvement is kept up. This is what will unite us closer together and bring us nearer the top of the ladder of respectable and honorable members of society.

We are pleased to hear of the promotion of Brother Fred L. Chase, former Chief Conductor of Division 222, Ft. Madison, Ia., and passenger conductor on the A., T. & S. F., then on the C. & A. He has received the appointment of South-eastern Passenger Agent of the Chicago & Alton Railway, with headquarters at Philadelphia. The office, at present, is at Harrisburg, but will be moved to Philadelphia at an early date. We wish to congratulate the good brother on his good fortune, as we are confident he will bear the promotion with becoming grace, and in addition will fill the new position with signal ability, both for his own welfare, and no less for the company he represents. Go ahead brother in the right path and do not stop until you have reached the top of the ladder.

The holidays are now a thing of the past and everyone is trying to get down to business again, and get through so as to enjoy the next that comes along. There are many among our number who will not be here to welcome Santa Clause one year from now. Who it will be, you nor I can not tell; but more especially in the west and south many are in active service who ran the first train on many divisions of the road where they are employed. They are growing old, O, how fast. And some morning their friends will awaken and hear the soft mournful tolling of the church bell, and there will be crape on the door, and mother and children, with moistened cheeks and saddened hearts. Then the hearse will drive up to the door, and the loved one will be taken to the last sad resting place. Sad thoughts, indeed, but true ones. For it has been so and ever will be. Then, let us all be a little more brotherly, a little more charitable, a great deal more earnest in doing the life work that we have promised to perform, then when this work is all over it will not matter so much when we are summoned to the journey from which we will never return, if we have all done the work that was given us to do.

One of the saddest events that has come to our notice for a long time, is the death of Mr. Seth Wheaton, brother of our G. C. C.; a young man of unusual promise, stricken down in the prime of manhood, almost among strangers.

He came to our home in Galesburg some two years ago, from his eastern home, hoping to improve his already shattered health. We had pro-

cured for him a position as train dispatcher and operator and he at once entered upon his duties. For several weeks he was with our family and we are perfectly able to judge of what we say when we wish to bear a high testimonial to the worth of this young man, in every stage of life's requirements and duties, with no ostentation whatever in his make up, born to live and act the man in every particular. His friends and society have lost a treasure of great worth.

Some nine months ago he went to Colorado, hoping to still be benefitted by the change of climate, and it was thought that he was gaining ground until his lung and throat disease seemed to take a turn, and that fatal disease "Bright's disease of the kidneys," carried him away so quickly.

It is a sad blow to his poor old father and mother, and to his brother, the Grand Chief Conductor.

Brother C. S. Wheaton wishes to extend his heartfelt thanks to Mr. H. B. Stone, of the C., B. & Q. R'y, Mr. H. G. Burt, General Manager F. E. & M. V. R'y, Mr. Jno. J. Burns, of the D. & R. G. R'y, for kindly favors; also to the members of Division No. 44, and especially to Brother F. P. Silvernail, whose kindness will not be forgotten.

So, we kindly bear a thought of him, who, in the prime of life has been taken away, and trust that the New Home will be fairer and happier than the old one has been.

.

We are, we honestly believe, better prepared than ever before to give you a readable and interesting magazine; no pains will be spared by us to do so; we will try in every manner possible. But we kindly ask each and every one of you to bear in mind a few thoughts that are essential to the life of every magazine. The first class periodicals of the day in which we live are only printed once a month. Their subscription price all the way from \$2.00 to \$6.00 per year. They have at the end of each year a large surplus fund that they pay out to the most eminent writers of this and other countries to obtain the matter that fills the pages of their magazines. Is it any great wonder that they are interesting? That they are looked for and sought after with eagerness? How much money have we to help in this way? Not a penny. Then we kindly ask all the brothers to do their part. If the reading matter is not up to your standard then you can certainly write a few pages, now and then, that is a sample of what each number ought to contain, and if you are the brother that you profess to be, you can easily loan it to us until we can copy it and we will faithfully return it; at all events act a brothers part in all these matters, and you may some day be surprised yourself, and even wonder that you have as good

a magazine as it may yet be. If you really wish it to be meritorious, one communication of 500 words will do more toward making it so than all the sighs of "amens" you can offer because it is no better. We can sit down in our office every day of the week and write down from memory the names of 1,200 members of the order, with whom we are personally acquainted that can write a respectable and worthy communication on any subject that has relation to the railway service, that would be a great help to us, and to you, also. You ask, "They have done it have they not?" No, never written a word. Is this right, brothers? Is it doing as you would be done by? Please think calmly and honestly (not selfishly) of these matters, and "put yourself in his place," in imagination, at least, for the good of yourselves, for the good of the order, for a personal desire to do your whole duty as it comes to each of you day by day and year by year.

That Was Different.

"Can I—I have a word with you in private?" stammered a young man as he stood at the door of the private office.

"Come in!" replied the head of the firm. "Now, what is?"

"You—you are aware of the fact that I"—

"That you have been with this house for four years. Yes, sir, I am aware of that fact. Want to leave?"

"Oh, no."

"Didn't know but you had a better offer. If so, you can go."

"That's not it, sir."

"Oh, it isn't. Want an increase in salary, do you? Well, you won't get it. We are now paying you all you are worth and a little more."

"It isn't that, sir."

"It isn't! Then what are you driving at?"

"I want your daughter Molly."

"Humph! That's different. Go and take her and be hanged to you! I thought you were fishing for a raise of salary."—*Detroit Free Press.*

The Kind-Hearted Cop.

Policeman—Here, now, move on.

Stranger (who has lost his way trying to get back to his hotel)—I'm no tramp.

Policeman—What are you then?

Stranger—I am a country editor—

Policeman—I see, I see. Poor fellow! Here's a dime.—*New York Weekly.*



DIED.—Nov. 19th, 1889, Mrs. Grace L. Ohliger.

At regular meeting of Cleveland division No. 14, O. R. C., held Sunday, Dec. 8th, the following resolutions were unanimously adopted :

WHEREAS, It has pleased the Great Ruler of the universe to remove by death the kind and loving wife of our esteemed brother, E. Ohliger, be it

Resolved, That we brothers do most sincerely sympathize with him in his hour of bereavement.

Resolved, That these resolutions be placed upon the records of our division, a copy sent the bereft husband, and to THE CONDUCTOR for publication.

E. L. PAISLEY,
A. F. CHAPMAN, } Committee.
DAVID GILLMORE, }

HALL OF HOLLINGSWORTH DIV. No. 100, }
COLUMBUS, OHIO, Dec. 8th, 1890. }

WHEREAS, God, in His inscrutable providence, has seen fit to cut down in the midst of life our friend and brother, John T. Harrison : and

WHEREAS, By his death we have lost one of our young members of good and manly principles, a warm supporter of our Order : therefore, be it

Resolved, That we will cherish the memory of our departed brother.

Resolved, That we extend to all the bereaved relatives our sincerest sympathy.

Resolved, That the charter of our division be draped in mourning for thirty days, and a copy of these resolutions be sent the mourning family and a copy sent to THE CONDUCTOR for publication.

Signed, JNO. H. BROWN.
GUS. S. SHIPLEY.

BEERS.—Bro. Amos S. Beers, of New Haven Division, No. 201, died suddenly on Dec. 14th, of heart failure. Bro. Beers was in charge of his train, and while working his train, suddenly felt weak, and while speaking to his brakeman, requested him to go through and pick up his tickets for him, as he felt faint. He died before any help could reach him. Bro. Beers was sixty-two years of age, a valued member of New Haven Division, and father of P. C. C. H. S. Beers, of that division. A delegation of thirty members of

New Haven Division attended the funeral, and Div. 201 sent as a floral offering a thirty-three inch car wheel, the flange composed of white roses, the center being made of carnations, white roses and ivy, with the letters O. R. C. in the respective divisions. The journal was composed of purple immortelles, the whole being a very elaborate piece of workmanship.

In the death of Bro. Beers New Haven Division loses a true and valued member, and no more in our division room will be seen that sight so dear to all our brothers of father and son, both in active service, and both devoted to the cause of the Order and the interests of Division 201.

At a regular meeting of Montezuma Division No. 70, O. R. C. held Nov. 10, 1889, the following was adopted unanimously:

WHEREAS, It has pleased the general manager of the universe to remove from our midst our beloved brother, W. C. Lewis; therefore, be it

Resolved, That while submitting with human patience to the will which has deprived us of his presence in a way we cannot question, we deeply feel the absence of one so long among us, whose many virtues and wise counsel has endeared him to us

Resolved, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity towards which we are progressing.

Resolved, That we extend to the bereaved relations of our deceased brother, our profoundest sympathy in this their hour of sorrow.

Resolved, That to his immediate associates with whom his daily duties brought him in close connection, we turn our sympathy in the loss they have sustained.

Resolved, That our Charter be draped in mourning for the period of thirty days, and that these resolutions be spread on the records of the division, and a copy sent the immediate relatives, also to the Railway Conductor, and Lajunta and Las Vegas Daily Optic.

IRA BLIZZARD,
H. E. MCGAGGARD, } Committee.
C. E. BAUGHMAN, }



DIVISION MATTERS.

At the next session of the Grand Division to be held in the city of Rochester, next May, the question of Biennial sessions will undoubtedly be brought up for discussion. Whether such a law will ever be adopted or not we are unable to say. But the membership of the Order has become so large and constantly increasing, that there will most certainly be some action taken that will reduce the number of our Grand Divisions or else the number of delegates attending them, and possibly both, so that each division which is now obliged to send one, (if they desire representation), or members of the Grand Division who pay their own expenses, will not be obliged to be taxed as heavily as they now are to perform the work that seems to come as their share, each and every year. It is possible that there will be more than one plan indicated, and which, if any, will become a law is something that time alone will develop. But that there is a general feeling that is rapidly growing, that some new plan should be devised, is well known to us. What form it will take or what the decision of the law making power of the Order will be, is to us unknown.

As, however, it is a matter that, in a monetary view, concerns every division, and, in a lesser meaning, every member of the subordinate division, we wish to call your attention to this subject, so that you can talk it over in your meetings and get the expressions and opinions of every member thereof, on this very important question. It is very necessary that this be done, and not only done, but thoroughly so, in order that delegates, when called upon to record their votes, will be able to know the views of a majority of those members whom they represent and not be entirely in the dark as to their wishes. So we trust that this subject will be called up very often in each meeting, and the members be asked to express their opinions, so that all plans for a better solution of this question may be presented. It is possible and very probable that you may not be able to decide on the best plan. Yet, every delegate can

present the various ones offered, and out of the whole there may be one that seems to the majority to be better than the way which the present law directs.

The necessity of something being done in this line, becomes more and more apparent from year to year; and if the Order progresses in the next three or five years, as we hope it will, and have reason to anticipate, our Grand Divisions, whether held yearly or biennially, will become so bulky that they will be hard to manage, and so much time will be taken up listening to individual opinions that the sessions will become so long that they may eventually become a heavy tax as also a tedious burden to bear. While we are of the opinion that in all matters pertaining to the welfare of the Order, the people, or rather the individual members should have a voice, still, it may be well to give a thought to one idea, whether this could be guaranteed in a less expensive method, by states or districts meeting together, where every division could be represented, and they selecting a delegate, so that the Grand Division might be composed of a far less number, and thereby much time and unnecessary expense be obviated. Do not understand that we are, as a member of the Order, at this time advocating this doctrine, or the biennial sessions, in any way whatever. We only intend to place before our readers and members a few of the suggestions that have been offered, and which we believe will be presented in May next; and we believe that it is the duty of the members of every division to discuss them and try to arrive at some decision as to the most practical solution of this very important question.

Of course, our readers will thoroughly understand that we have no right or authority to speak authoritatively, or in any way dictate the policy or express the views of any one or all your grand officers. We have, on the other hand, never had a single expression from any one of them on this subject. But we claim the right, or at least the

privilege of calling the attention of the individual membership to those questions that are for your good and for the good of the whole number, as a member and as the editor of the CONDUCTOR.

There are frequent assertions on the floor of every Grand Division that certain matters are brought up for discussion that the members of many divisions, whom the delegate represents, have never heard of; hence he does not feel competent, or at least, at liberty to vote on the question at issue, and in many cases, when called upon to record his vote, it is done almost under protest, or else the subject matter is laid over until another year, then a new delegate is selected and he is no better off than the first, and the important business is allowed to go by default, or keeps dragging on year after year. In our humble opinion the only way to avoid this is in a presentation of the various measures that are likely to come up for consideration, to your division before each succeeding or biennial sessions. In this way the delegate will obtain the views of his division, and can at least pick out which he deems the best on all subjects, without being instructed in any way. If none of them appear to be feasible there will be enough brothers in the Grand Division that will not be so bashful, that they will be afraid to tell him so, and if other and better plans be substituted he can feel perfectly free to acquiesce in their adoption.

The great thing to be accomplished is to in some manner obtain the opinions and wants, wishes and needs of the membership you represent; and this can not be either poorly or well done unless they are brought up for thought, and interchange of opinion in your division meetings. Some may say that it is too early to bring these matters up. It was never, as yet, and never will be too early to discuss any question that is for the permanent benefit of any brother or brothers. The ones who have good, well-paying and comfortable positions, need no special assistance. They are in no present want of either future legislation or help in any way. But there is a large army of our co-laborers and brothers that are today in need of positions, in need of assistance, in need of sympathy, that we must listen to their complaints, make our laws, if not already made, so that they can be protected, (whenever worthy of protection) or else the Order is of little account; and we are of less, as pretended brothers in one common cause.

So, on this account, we are earnest in our request that in all matters pertaining to the individual membership of every division, that each and every delegate to the 22d annual session fully acquaint himself with the needs of his own constituency, bring them up for discussion, and in this

way he will represent something besides himself. This is what these annual gatherings are for. If this is not true, then it is far better that all stay at home and enter yourselves in the race where the victor wins the blue ribbon in "the regular go-as-you-please," and at a very trifling expense.

The pages of the RAILWAY CONDUCTOR are at your service for a free discussion by every member of the Order who will be contented to write on any of these important subjects in a brotherly manner. Do not come to the Grand Division and say that you did not have an opportunity to express your opinions, for it will not be the truth. Of course if one wishes to deal with the subject too elaborately or go into all the minute details of any plan he may offer, there is no proper place like the division; but the outlines can be given and enough said that will inform the masses of any plan you may suggest, that is for the benefit of the 15,000 conductors of the Order of Railway Conductors of America.

Brothers, attend to these things that we have spoken of. Your stewardship will be rewarded just in proportion to the good that your personal efforts accomplish. The day of talk and bluster and braggadocia has passed. The year 1890 must show a good and clean record. You must help bring this about. One brother assisted, one family made happy by your own personal efforts, is better than all the flowery speeches and false promises of a lifetime. One noble deed accomplished and on record to your credit, is worth more than a two hours windy speech in Rochester. One thought, well defined, one practical resolution offered there that will benefit someone, is worth ten times more than all the grumbling you can do because everything in this world is not just exactly as you think it ought to be. Your advice and sympathy and offerings that you do not need for your own use, if of any good, need not be thrown among the rubbish; if they are of any account, give them to your neighbor and your brother, and at all times in trying to represent the best interests of the Order of Railway Conductors, let your market price be what all honorable men rate it at, instead of marking the goods yourself.

THEY HAVE PASSED.

The holidays have come and gone once more, and again we settle down to the business of another year. Let every member of this Order strive to make the year 1890 the most noble in all its history. To do this we must start out in the right path, thoroughly prepared to overcome every obstacle that comes before us; not in a spirit of oppression to or of any who may have different views or purposes from our own, but each and

every one trying to live up to the principles we profess to believe are right. Not vainglorious in our own opinions and deeds, but willing and content to "live and let live;" allowing others the right to hold their own opinions although they may differ from our own. Being charitable in all things and trusting in the thought that if our judgment in any matter of importance is the best, that we may be able in a spirit of kindness and brotherly love, to show to the majority that our plans are the best of all that are offered.

This is the only true and legitimate way to convince those who think differently from what we do. Having as few laws as possible and living in a manner, that not only our brothers, but every member in society who has a care for the good of the public weal, and a desire for the welfare of the masses, will look at our record as the year rolls around and say to us; "You may well be proud of this year's work."

There are scores of labor organizations besides our own; the world is large enough for them all. Some or all of them may deem it their privilege to do, or act very differently from the course we may mark out. This is no concern of ours. Let everyone stand on their own merits; or, if fall they must, it is what concerns them and them alone.

We have plenty of business in the year to come, in helping those in our organization who are worthy and in need. Their condition appeals to to us first and last. They are wards of our own choosing. Let us attend wisely to the mission that comes to us day by day, to the end that the Railway Conductor of America may be improved and his lot made a trifle easier than it has ever been before. This is our business as a society. This is a recapitulation of the work that we see marked out for us to do. Let every one in this year act as if it was to be the last one here on earth, to the upbuilding of all that is grand and noble in our principles, to our manhood, to the good of every one to whom we owe one grain of allegiance, as men and brothers. Let all bickerings and contumely and strife die out with the closing of the last year, and be buried so deep, that the resurrection will fail to find them, and in their place plant the trees that bear the ripened fruits of glorious deeds and brotherly love. This is the right way, the only true life to live. Make your choice even this early in the new year; not alone resolving and re-resolving, but determined to act as wise, not foolish men.

Acting on these principles we will go on to a glorious future not only for ourselves, but also for and to those who shall come after us. Principles

properly framed and carried out, that set forth a line of duty when properly carried out, that make our lives happier and better; that make the almost ceaseless burden of life a little easier, and our reward more than it otherwise would be; are the germs of blessings yet to follow that never die, although we may pass off the stage of life ever so quickly. Principles that are founded on the basis of the greatest good to the smallest number, gathering in the loaves and fishes for the few and leaving the crowds for the great army that has the hardships of the battle to fight, are only fancy baubles that vanish in a moment with nothing left to supply their place. And the fall is lamentable, sad and humiliating.

We have, in a few words, presented you the two pictures, so that you can see the portrait of both. One of them you must choose to pattern after; the other you must cast aside. Which will ye have to-day?

Then let us start the year aright and resolve to make this the banner year of our existence, not only to ourselves, but in the interests of the toiling thousands who are longing and waiting for some blessing to crown our efforts, that will make the pathway of the Railway employe who is willing at all times to do what is right, a little easier and pleasanter, with the aid of a trifle more of the needful, that helps so much in the weary days of adversity and trials. Who will commence the New Year aright and so continue to the end?

Bargains in Crape and No Deaths.

Mr. Younglove—Why, my dear, what makes you look so miserable! Is there any bad news in the paper?

Mrs. Younglove—N-no, not exactly bad news; but oh, George, don't you know of any of our relatives who are in poor health? I never saw such bargains in crape in all my born days.—*Chicago America.*

"Say, Bob, you ain't made no move to pay me dat quarter yet, and I've 'bout concluded to take dat yaller pup of yourn for de claim." "What! dat dorg for a quarter? Not much you won't. Er English syndicate gwyne to buy de boss' mill an' lmberr yard, and I'm gwyne to put dat dorg in for a pile er money. Er quarter ain't no money dese days."

"Oh, brace up, George, and don't make a fool of yourself?" He embraced her more fervently than ever.

LET IT ALONE.

Let what alone? Anything that weakens the brain, benumbs the senses, makes a fool of a man that is otherwise all right, causes good men to lose their situation, brings sadness, woe, sorrow and grief to the home and hearts of those who are all in all to you in this life that is full enough of bitterness without calling on any outside influence to make things worse, than they otherwise would be. Let it alone, and more than all others in this world *THE RAILWAY CONDUCTOR*. It has caused you heart burnings and misery enough in the days that have passed and gone. It has ditched the engine, thrown the coaches down the embankment, piled everything up in one conglomerated mass with the corpse of human beings intermingled. And then to fulfil all that it desired to do, even called on the seething heated flames, to add its last demon-like scourge to finish the battle that was brought on because you heeded not the warning that had so often been given. Let it alone, it never has done you any good. But it has done one thing and did it well. It has robbed you of the dearest and most faithful friends that you have ever known. And it has never, no never returned one particle of the wealth it took away from you. The good friend is gone, all his influence is gone, the kind feelings that once were a treasure have died a terrible death, and all the light and joy that once beamed upon you because he was your dearest friend has gone out, the candle has burned to the socket, all there is left is the poor old candle stick. No light, no joy, no nothing. Everything gone, hope and comfort, conscience and manliness, buried deep in the grave you dug for yourself and nothing coming back to fill the place of disappointed hopes and ruined expectations. Let it alone. O, what wrecks it has caused. And worse than all else, ten thousand times worse, the innocent have been dragged down to the lowest depths of manhood. Those who were in no wise to blame, have been butchered and found an early grave, because, you forgot or at least neglected to do what? Let it alone. It is the same old story. It has been wrung in your ears for a hundred years almost, and when the changes are rung in its dearest strains of music that can be written, there is no pleasant chords that vibrate which lends any charms to you or your friends. I am off of duty to-day and I will partake of a little of the nectar, that enlivens the body and quickens the senses and drives dull care away. One must have a little pleasure, a little recreation, a few hours of solid enjoyment, for I am overworked and I must take a little something, that will keep my spirits up and strengthen me to

go out on my run and be able to do my duty. Yes, that is the imaginary idea, but what is the real and the result? The hand that opens the door and punches the ticket, the feet that guide you through the coaches and on to the end of the run, may be comparatively steady, even the will. The purpose may be as strong as ever, but lack a day, it is none of these that run the train. Where is the intellect, the brain power, the element that makes you think and act quickly in times of dire emergency. They have all fled; too much overheated until they are boiled down in the chaldron of excitement, or out in the cold till they are all benumbed and worthless, and when you must call them into action or else be lost, no reaction takes place. You call on every energy of the heart, the mind, the better senses, to respond to your call, but nothing responds only the deep wave of stupid lethargy. Let it alone, it kills, but in turn it never was known to save. O, I can take care of myself. So has sang the brightest lights in every department of the railway service, "I can take care of myself." Is this the truth? Is this the reality? Is this the experience of the many? You can take care of yourself. Yes, have you had a fair trial, or must you ask for one more test, before you are satisfied. You have used up all your own talents and capabilities, exerted all your will-power, just escaped death, listened to the advice of the best friends that God ever gave to you, and He has even tried to keep you out of the burning bush, whose fagots are piled so high around your pathway, that all that is needed is the little match that you can strike and all is gone. What else is there to do? Just one little thing that you have never tried. One panacea for all these ills that you have so often heard about, but disdained to profit by, because it took away your individual freedom. Where can the medicine be found? Where is the healing physician that will warrant a cure? Is it expensive? for I am poor, O how poor, and if I try it, it must be low in price. My friend and my brother, the cure is already in your possession, take no medicine, call in no physician but your own will and determination, write the prescription over the doorway, and for fear you may forget it, put it down in your car book. Brand it deep in your heart so that you will never forget the prescription. Let it alone.

We have just heard of the serious illness (inflammatory rheumatism) of Bro. Millard, of Sioux City. Last advice he was considered out of danger. All will hope he may soon be better.



OGDEN, Dec. 25, 1889.

DEAR BROTHER EDITOR—

Since writing you I visited Division 227 at Lincoln, Nebraska. The unquestioned loyalty of the members of 227 have held the Division together through stormy times and dismal days. I fully believe they now inaugurate a new start with a determination to make their Division second to none in point of efficiency. I then visited Division 246 at Wymore. This is one of our "colts" but being thoroughbred no one need fear but they will get along. With a by no means large membership, they have never missed holding a regular meeting but once. From there I went to McCook to see 99. Had a very pleasant meeting with them and enjoyed my visit very much. I next went to Colorado Springs to visit 244. While there I was very hospitably entertained by Brother Gilmore and wife and had a very pleasant visit with the brothers of 244 who were in. When leaving I met Brother Greer, of 44 and had a pleasant chat with him, after which I embarked via the Rock Island, Captain Fawcett of 226 for Pueblo. Brother Fawcett took me home with him for dinner, after which I proceeded to Trinidad to see 249, another of our "colts." There were not enough of their members present to hold a regular meeting but a very pleasant evening was spent in an informal visit with the members. I was very pleasantly entertained while there by Brother Bateman and wife. Next morning I returned to Pueblo and stopped one day with the members of 36, being handsomely entertained by Brother Fawcett and wife. A very pleasant evening was spent in the division room. Next day I went to Salida to attend the regular meeting of 132, my parent division, where I sat for the first time since my initiation with some who helped to make me a member of the Order. We had a good meeting and in order to fully exemplify the work I gave three candidates the three degrees. After my very pleasant visit as the guest of the division I took the "Scenic Route" for home to spend

Christmas with my family, having been away since November 8. I got home at midnight of the 23rd. Arriving here I find many letters on many subjects awaiting replies. Among them are invitations to attend the annual ball of Divisions 81 and 154, including complimentary ticket from 154. I of course should like to attend both and equally of course I could not do so.

My visits among the divisions more and more impress me with the importance of our members attending division meetings. Brothers, you may not be desirous of debating any of the questions at issue, but do you not think you ought to give your officers whom you elect at least the encouragement of your presence, and I assure you one and all, your simple presence will encourage, not only the Division officers, but each one who attends. Another matter of much importance is the transfer of members to those Divisions which they can most readily visit. The Grand Division has refused to make this transfer compulsory, but have done everything possible to make it easy for those desiring to so transfer. The member has only to write his Division Secretary requesting the transfer, and if in good standing, the Secretary will at once fill out and forward, there being no additional expense whatever to the individual member. I hope more of the brothers will identify themselves with those divisions which they can most readily visit.

Immediately after the new year I expect to start on an extended trip, embracing Kansas, Texas and Missouri.

I wish to express through you my sincere hope that the year about to begin may prove to be the most prosperous in the history of the Order, and that at its close we will be able to report great progress.

Allow me to wish you, and through you, each and every member, a merry, merry Christmas and a happy and prosperous new year.

Ever yours in P. F.

E. E. CLARK.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., FEBRUARY 1, 1890.

NO. 3.



A SUMMER SCENE IN THE LIFE OF A BRAKEMAN

THE BRAKEMAN.

The dangers recounted here are those which only brakemen (or those acting as brakemen) have to meet. The liability of all trainmen to be killed by the cars tumbling down a bank, colliding with another train, and a hundred other conditions, is also considerable. The horror which the public feels on the occurrence of such a disaster as that at Chatsworth, Ills., in the summer of 1887, or the half dozen of other terrible ones within the past few years, could reasonably be repeated every month if railroad employes instead of passengers were considered. There are no accurate statistics kept of the train accidents in the country, but the accounts compiled monthly by the *Railroad Gazette* always show a large number of casualties to railroad men from causes *beyond their own control*, (collisions, running off the track, etc.), no mention being made of the larger number resulting from the victims' own want of caution. In the month of March, 1887, in which occurred the terrible Bussey Bridge disaster, near Boston, 25 passengers were killed in the United States; but the same month recorded 34 employes killed. At Chatsworth 80 passengers were killed; but in that and the following month the number of employes killed in the country reached 97. In both of these comparisons the number of passengers is exceptional, while that of employes is ordinary. But as already intimated, these dangers and discouragements are distributed over such a large territory and among such a large number of individuals, that the general serenity of the brakeman's life is not much disturbed by them. In spite of them all, he enjoys his work and, if adapted to the calling, he sticks to it.

The brakeman must be on hand at the hour of his train's preparation for departure, and generally he must do his part in fifteen, thirty, or sixty minutes' lively work in assembling cars from different tracks, changing them from the front to the rear or middle of the train, and setting aside those that are broken or disabled; but, once on the road, by far the greater portion of his time is his own, for his own enjoyment, almost as fully as that of the passenger who travels for the express purpose of entertaining himself. In mild weather and in daylight, life on the top of a freight train is almost wholly devoid of unpleasant features, and it takes on the nature of work only for the same reason that any routine becomes more or less irksome after a time. Much of the time there are a few bushels of cinders from the engine flying in the air, which a novice can get into his eyes with great facility, but the brakeman gets used to them. He sees every day (on many roads) the beauties of nature in great variety. Much of the scenery of the adjoining country is 500 per cent more enjoyable from the brakeman's perch on the roof than from the car windows, for the reason that the increased height gives such an enlarged horizon. This education from nature is an element in the railroad men's lives not to be despised. The trainman whose daily trips take him past the panoramic charms of the Connecticut Valley in summer, through the gorgeous-hued mountain-foliage along the Erie in autumn, or the perennial grandeur of the Rocky Mountains in Colorado, certainly enjoys a privilege for which many a city worker would gladly make large sacrifices. But to trainmen, the refining influence of these surroundings is often an unconscious influence, and with the majority of them is perhaps generally so, because of the prosaic round of every-day thoughts filling their minds. There are also some other advantages, not wholly unæsthetic, which a millionaire might almost envy the freight trainmen. Freight trainmen get all the delicious product of the soil at first hands. In their stops at way stations they get acquainted with the farmers, and can make their selection of the best things at low prices, and thus (if they keep house) living on fruits, vegetables, etc., of a quality fit for a king.—*From The American Railway, published by Scribners.*

ORIGIN OF THE ST. GOTTHARD RAILWAY.

Already in 1830 and the following years the plan of an Alpine railway had been considered, on account of the immense difficulties which the winter months presented to travelers desiring to cross the Swiss Alpine passes, these generally being snowed up for eight months and requiring hundreds of laborers to keep the sledge road open for the diligence. Yet no one thought of boring a tunnel through the St. Gotthard; people set their eyes on lower passes and imagined a railway line passing over one of them.

In 1832, however, Giuseppe Medail presented to the King of Sardinia a plan for the construction of a tunnel through the Mont Cenis, and five years later the engineer La Nicca, of Coire, came forward with the scheme of a Lukmanier railway, which was taken up by the governments of St. Gall, Grisons and Tessin, and led to a political treaty with Sardinia in 1847. This plan remained in its preparatory state, and was no more mentioned until the lines from Rorschach and from Zurich to Coire had been built. Then, however, it was put aside, for the engineer, G. Koller, 1850, in a special report of the Alpine railroads, pointed out the St. Gotthard, and the cantons of Luzerne, Berne, Uri, Schwyz, Unterwalden, Soleure and Basle, (town and country) favorably inclined to this new idea then mentioned for the first time, on the 19th of August, 1853, at Luzerne, agreed to vote a common fund for supporting the railway over the St. Gotthard. In a memorial of September, 1853, they pointed out the advantages of the St. Gotthard over the Lukmanier and tried to obtain of the Swiss Federal Council a vote of support for the St. Gotthard railway. At that time the Engineer Luchini, of Lugano, brought a project which demanded a tunnel of no more than 1850 metres in length, which of course would have been placed higher up the mountain than the present one. This first step had no immediate success, for

the Federal Council, in consideration of the railway law, took no active measure. However, a second conference took place June 8th, 1860, between delegates of the cantons of Lucerne, Berne, Zurich, Uri, Schwyz, Obwalden, Zug, Zoleure, Argovia, Basle, (town) and Tessin, as well as of the administrations of the Swiss Central of the East-West railway lines. In the first place, means were considered for the improvement of the high-road leading over the Gotthard, a work that seemed necessary, also with regard to a future Swiss Alpine railway line, evoked by the construction of the Mont Cenis and Brenner lines. On the 15th of September, 1860, the members of some cantonal governments in central Switzerland, and of the board of directors of the Swiss Central railway, joined to form a committee of nine persons. This was subsequently considerably enlarged by delegates of such cantons and companies as took a certain number of shares; thus later were represented in the committee the cantons of Berne, Lucerne, Uri, Schwyz, Unterwalden, Zug, Fribourg, Soleure, Basle, (town and country), Argovia, the Swiss Central, and the French East railway companies, (chemin de fer de l'Est, and the town council of Lucerne. Twelve cantonal governments had participated in a subscription for covering the first expenses, moreover, resolutions had been passed as to participation in the financial enterprise by the government of Uri and Lucerne, the town of Lucerne and the board of directors of the Swiss Central railway company, to the amount of seven millions of francs. Several years later, 1866, Italy presented a minutely detailed account, founded on special study of the Swiss Alpine passes, wherein also, the St. Gotthard was named in preference to the Lukmanier and to the Splugen, the latter having been mentioned too in the course of the past years.

The above named committee caused

first, Mr. G. Koller, engineer, and afterwards Mr. Wetli, engineer, to draw up plans and estimates, which formed the ground-work of all further attempts on the subjects. This work consisted of an exact survey to be used as a base for any future tracings, and in the working out of a scheme including two variations with regard to the crossing of the St. Gotthard, between Goschenen and Airolo. According to one plan the Alpine tunnel begins at a height of 1200 metres above the sea, and is 154 Kilometers in length, with two shafts, of which the first has a depth of 166 meters and cuts off 5 Kilometers from the length of the tunnel; the other has a depth of 296 meters, and cuts the tunnel in two nearly equal halves. The second plan makes the tunnel begin at the height of 1415 meters on the one side, and 1500 meters on the other, the latter answering to the situation of Hospenthal. Its length is 9, 8 Kilometers and it may be built by means of two shafts of 268 and 285 meters in depth, with an interval of 5, 1 Kilometers.

The gradual rising of the railway line along the valleys leading up to the St. Gotthard was to be in a gradient of 26 per cent. at the highest, the average gradient of the whole mountain line from Fluelen to Biasca being 18, 4 per cent.

The length of the entire line from Fluelen to Lugano was estimated at 156, 8 Kilometers. Already at that time, several competitors had applied for a concession to build the railway, among others the well-known Dr. Strussberg.

In 1863, the number of cantons and companies desirous of furthering the construction of the St. Gotthard railways was increased by the addition of Zurich, Thurgau, Schaffhausen and Tessin, and of the Swiss North-East railway company. To forward the matter, a permanent Gotthard commission was appointed, with a special committee, and now began a period of great and ultimately successful activity. The canton of Berne tried to raise diffi-

culties, by bringing in a new plan of a line: Berne, Thoune, Grimsel Pass, Bedretto Valley, Airolo. However, it was proved by minute estimates of distances and traffic, that the St. Gotthard was the most suitable of all the Alpine passes in question, and that with a total length of 265 Kilometers, the yearly traffic might be valued at about 180,000 persons and 270,000 tons of goods, with a gross amount of receipts of 13,500 and 34,000 francs respectively, pro Kilometers.

The existing plans and estimates were carefully examined, and weighed by the well known engineers, Mr. Beckh, of Stuttgart, and Mr. Gerwig, government surveyor of buildings at Karlsruhe. Messrs. Stoll, Schmidlin and Koller, men of note in their profession, in an official report set forth the importance of the St. Gotthard railway with regard to commerce; the military and geological advantages of the St. Gotthard over its rival passes were fully debated and every effort was made, to secure to the St. Gotthard the subvention of all the cantons and companies concerned. But as their means were insufficient to bring about the great work, measures were taken, partly by the medium of the Swiss Federal Council, partly by direct appeals, to obtain the participation of other countries, namely: Italy, the Grand-Duchy of Bade, Wurttemberg, Bavaria, Prussia, Belgium and England. The Southern States of Germany, and afterwards Prussia too, were favorable to the enterprise. Great importance was attached to the decision of Italy, where a very careful inquiry, by Stefano Sacini, Minister of Public Works, was made into all the different plans of Alpine railway. The Gotthard line was chosen and Italy expressed her readiness to contribute to the costs and even applied to France for a subvention of five million francs.

In notes of March 31st, 1869, the ambassadors of the North-German confederation and of Italy announced, that their governments, joined by Bade and Wurt-

temburg, had decided for the St. Gotthard, every other pass being excluded. The Federal Council was invited to take further measures and to have a plan prepared.

According to the suggestion of the council a conference was held at Berne, Sept. 15th, 1869, by the representatives of the foreign states participating in the enterprise. In fifteen sittings the plan of the St. Gotthard railway was considered, the result being the well known political treaty of Oct. 15th, 1869, to which the Swiss Federal Assembly agreed in July, 1870, just as the Franco-German war broke out, and which was also accepted by the newly founded German empire, on the 28th of Oct., 1871.

In this treaty the following lines had been agreed upon: Lucerne, Kusunach, Immensee, Goldau, Brunnen, Fluelen, Goschenen, Airolo, Biasca, Bellinzona, Zug, St. Adrain, Goldau.

Bellinzona, Monte Cenere, Lugano Chiasso, and Bellinzona, Magadino, Luino, with a branch line to Locarno.

Furthermore, it was settled by this treaty, that the total amount of the building expenses—150 million Marks—should be raised by a subvention of 68 million of the three united states—(Switzerland 16, Italy 36, Germany 16 millions) by shares to the amount of 27 millions and by bonds for 54 millions.

The construction of the railway line, inclusive of the tunnel, 14,920 meters in length, was to be terminated in ten years.

It is but fit here to name the men who have merited so highly of this great enterprise, such as Mr. J. Zingg, councillor of the Government and President of the Special Commission of the St. Gotthard; Mr. Welti, Federal Counciller; Mr. Feer Harzog, National Councillor; Mr. Schmidlin and Mr. Stoll, Directors; Mr. Stehlin, Ex-Burgomaster; Dr. C. Stehelin, Mr. Peyer-in-Hof, Mr. Widman, Mr. Koller, Dr. Wanner, recorder. Above all, honorable mention is due to Dr. A. Escher, of Zurich, member of the National Council,

who died on the 6th of December, 1882.

Mr. Alfred Escher, born Feb. 20th, 1819, the son of a wealthy merchant, studied the law. Shortly after his return from the University, he entered public life and was soon at the head of the liberal party of his Canton. Already in 1844 he was elected member of the great council, became its President afterward and rendered eminent services in both positions. Wherever a new idea was to be put into execution, he gave it his whole attention and strength; thus he exerted himself with all energy for the foundation of the Federal Polytechnic school and created the "Society of Credit Suisse." It is undeniable that many innovations for which Switzerland has gained the sympathy of other countries, were due to his influence. His country acknowledged this by electing him member of the National Council in 1849, and he subsequently presided at the latter several times. His chief object was a liberal policy in railway matters; upon his recommendation the state railway lines had to give way to free competition.

Within twenty years Switzerland thus got a network of railways which in proportion to the size of the country was surpassed by few other countries. Having retired from government offices at Zurich in 1855, Mr. Escher devoted himself more than ever to railway matters, and at last worked with all his might for the realization of the St. Gotthard Railway line. Being President of the North-East Railway company, which at that time was considered as possessing a model railroad, and being highly prosperous, he turned his energy to the Gotthard line and by untiring efforts brought about its victory especially as he succeeded in securing the raising of the necessary funds of 102 million francs, of which one-third in shares and two-thirds in bonds. It was a great and hard work to be accomplished, studies had to be made, designs to be corrected, great opposition in Switzerland to be overcome, and difficulties arising from the other

states concerned, to be removed. It was partly Mr. Escher's prodigious activity that brought it all about. In the spring of 1872 the boring of the tunnel through the St. Gotthard was decided upon, the treaties with Germany and Italy were concluded, and the whole world began with wonder and interest to contemplate the gigantic work. The name of Mr. Escher shown with a lustre, which even the financial calamities breaking in upon the enterprise and for which the people thought to make him responsible, could not darken. It is true that the so-called "Gotthard Krach," (bubble) was a heavy and bitter misfortune for all that had financial relations with it, above all for Mr. Escher himself, who had not only set his whole mind upon it but risked even his health to carry through this gigantic work to the glory of his own country and of all who took a part in it. It will ever remain acknowledged to the honor of his name, that for many years he was the soul of the enterprise, and that he well deserved its final success. Even beyond Switzerland his undeniable merits for the accomplishment of the great task were rewarded, the "Society for the Science of Railroads" at Berlin, proclaiming him honorary member in 1882.

On the 1st of November 1871, the statutes of the Gotthard Railway Company were published, the company, with Dr. Escher as its president, finally constituted itself Dec. 6th, at Lucerne, establishing its head office there, and Mr. Gerwig, of Karlsruhe, was installed as head engineer. The preliminary work began at Goschenen, on the 4th of June, at Airolo, on the 2d of July, 1872, while the board of directors were already negotiating with Mr. Louis Favre, of Geneva, with regard to the boring of the tunnel. On the 7th of August a formal treaty was agreed upon and concluded, according to which the tunnel was to be constructed in eight years, and finally ready by Oct. 1st, 1880, at the latest. As it was supposed that only two-thirds of the interior had to be lined with masonry, the

costs were estimated at 55,854,600 francs, Mr. Favre having to give bail for eight million francs.

Louis Favre was born on the 17th of August, 1825, at Chene, near Geneva, being the son of a simple carpenter. He frequented the national school of his native town and afterwards followed his father's profession. In spite of his insufficient schooling, the young carpenter apprentice soon showed signs of an ingenious spirit which manifested itself in his work. At the age of 18 Louis Favre set out upon his wanderings as a travelling journey-man with a knap-sack on his back and 100 francs of savings in his pocket. At last he settled down at Lyon as a master-carpenter. In this capacity he worked at the construction of bridges for the "Mediterranean Railway" line and there invented a new method for driving piles in marshy ground. The most prominent engineers were struck with the simplicity, safety and cheapness of this new method, which was adopted with great success in the place of other very difficult and expensive foundation work. The happy solution of this problem first made Mr. Favre's name known. Other work was entrusted to him and soon he, himself, took part in railway enterprises. In 1872 he undertook the boring of the tunnel through the St. Gotthard and overcame the enormous difficulties of this work by his iron will and admirable perseverance. However, he was not destined to see the triumph of his gigantic work; in the midst of his restless activity death overtook him, and he fell like a soldier on the field of honor. † On the 19th of July, 1879, he was accompanying a French engineer into the tunnel, when suddenly, perhaps in consequence of the oppressive heat, he had an attack of apoplexy. His corpse, accompanied by thousands of mourners, was removed from Goschenen in order to be buried at his home, Chene, near Geneva. Many a word of gratitude and praise was spoken there and the last orator terminated with the following words:

The work of L. Favre will not perish; his faithful fellow-workers will carry it to a happy end. And when at last the first steam-engine, decorated with flowers, will pass through the tunnel which thenceforth unites two nations, may it carry on its chimney a mourning flag in honor and to the memory of the indefatigable pioneer who has won such merits with regard to humanity and may this flag bear the inscription:

Louis Favre of the St. Gotthard!
Ability! Respectability! Activity.

There was no interruption in the working of the tunnel, as had been anticipated on account of the death of Mr. Favre. His heirs had the work carried on in the former way under the guidance of the directors Bossi and Stockalper. Everything advanced so favorably that on the 6th of December, 1874, already the first part of the Gotthard railway—46 Kilometers from Biasca to Bellinzona and from Lugano to Chiasso, and on the 20th of December the second track of 21 Kilometers from Bellinzona to Locarno could be given over to traffic.

The regular advance in the cutting of the Gotthard Tunnel was interrupted but twice: by the riot of the workmen at Goschenen (27th and 28th of July, 1875,) and by the fire of Airolo, which destroyed nearly 200 houses on the 17th of September, 1877. Besides, momentary difficulties arose, firstly from the unfavorable composition of the rocks, particularly on the Southern entrance; secondly from the explosion of the four air reservoirs, (28th of September, 1878) at Airolo and lastly from the bursting in of torrents, all of which, however, were speedily overcome. On the north side near Goschenen, the tunnel runs through granite and dry gneiss rock, on the south side, on the contrary, through fissured mica slate with clay stratified between, through which much wet was able to enter, so that the workmen had for months, to wade through the water up to their knees. Thus in November

1878, (1200 meters from the entrance near Airolo) several big spouts of water rushed out of the rocks with such vehemence that there was no way of walking through them without being thrown down at once. Happily modern technic has sufficient means to lead such refractory elements into well regulated channels.

The undertaking seemed to be more seriously endangered by a deficit proved in February 1876, by a renewed estimate made by the newly elected head engineer Hellwig. The same amounted to nearly 81 million marks, but was reduced afterwards to 32 millions, which were covered by an additional subvention of the three concerned states (Germany and Italy 8 each and Switzerland 6 millions, the remaining ten millions to be procured by the Gotthard Railway Company.

On this occasion some alterations were made in the original plan of site. The main line was traced from Immensee to Pino (175.7 km) and Giubiasco; Lugano-Chiasso fixed at a second line (52 km); thus the total length of the whole Gotthard Railway net, including the branch line of (13 km length) Cadenazzo-Locarno, amounts to 240 km, of which only 97 meters (Erstfeld-Biasca and Giubiasco-Lugano) have to be considered mountain railway. On the line Immensee-Brunnen they moreover altered the traced line and by so doing evaded the expensive tunnel through the fragments of rock and debris in the plain of Goldau. The construction of the part Lucerne-Kussnacht-Immensee and of the accessory line Zug-St. Adrian-Goldau, was for the time being postponed. Nevertheless the construction of the reduced net, which was begun in May, 1879, proved to be extremely expensive. The cost of a meter is about 1000 francs on an average. This is owing principally to the 57 tunnels of a total length of 41423 meters of which each absorbed 1250 francs on an average. The expense for the construction of the whole Gotthard Railway amounts to about 238 millions.

Nearly 50 per cent of the total length of the railway are curves. The highest point, 1154 meters above the sea, lies in the great tunnel the length of which, calculated to be 14920 meters, was afterwards found to be only 14912. To compare figures: The new Anden railway ascends to 4770 meters, the Pacific to 2513 meters, the new Hymalaya Railway to 2255 meters, the Arlberg Railway (height 10270 meters tunnel) to 1302 meters, the Brenner Railway to 1362 meters, the railway through the Mt. Cenis to 1295 meters, while the line over the Semmring only attains a height of 898 meters and the projected Simplon Railway (tunnel 18507 meters, the longest in the world) would only rise 711 meters above the sea.

The entrance at Goschenen being 1109 meters above the sea, the line within the tunnel up to the vortex has to ascend 45 meters and then to go down again to 1145 meters, being the height of the entrance portico at Airolo. From Goschenen the tunnel runs in a straight line for 14787 meters, but after that in a curve for 125 meters. It is situated 304 meters below Andermatt; 1800 meters below the summit of the Kastelhorn 2977 meters, 1843 meters below the Trittthorn (3003 meters) and 1350 meters below the lake of Sella.

London's Water Supply.

Water is supplied to the millions of London by seven companies, which, for the greater part, draw directly from the Thames in the neighborhood of Hampton. The daily delivery is 150,000,000 gallons. This water is purified by more than 100 filter beds, varying in size from three quarters of an acre to over an acre and a half in area. The immense amount of land, capital and labor invested in this work of purification may be understood by noting the following facts relating to the plant of the Southwark and Vauxhall Water Company, one of the seven to which reference is made. These works are located on the Surrey side of the Thames, below Lambeth

Palace, the residence of the Archbishop of Canterbury.

They occupy sixty acres of ground in this crowded part of London, which, at its estimated value of \$50,000 per acre, means an investment of \$3,000,000 for the land alone. The water is pumped up 140 feet at the Hampton intake and thence runs 15 miles through a three-foot iron pipe before reaching the filtering plant at London. The filtered water is again lifted, by Cornish engines, into a stand pipe 200 feet high and is thence delivered locally. The water is received from the Hampton conduit pipe into two reservoirs, one holding 18,000,000 and the other 28,000,000 gallons, and is from them admitted to the filter beds, which are nine in number.

Each filter bed is in reality a large reservoir with solid masonry walls, containing at the bottom conduits built with open joints for collecting the filtered water. The filtering material (beginning at the bottom) is broken stone of gradually increasing fineness, then gravel and, finally sand. Such a filter may be seen at Hudson, N. Y., and also at Poughkeepsie, but the English build their filters upon a more substantial basis and also use finer sand than those above referred to. The depth of water allowed on the filter is four feet. The maximum delivery ever obtained from these nine filters was 125,000,000 gallons in seven days, or thirty-six gallons per day per square foot of surface. An English engineer usually estimates that a filter bed, in good working order, should deliver somewhat more than twice this amount.

To clean these nine beds a force of twenty-five men is required, one bed being no sooner cleaned than the men set to work upon the next. These laborers receive about ninety-five cents per day, and the average cost for cleaning is about \$30 per bed. The rapidity with which the surface of the bed becomes clogged depends principally upon the season of the year. The greatest difficulty is experienced from March to July, when the upper layer of

sand becomes covered with fish spawn, which quickly arrests filtration, and renders it necessary to remove the water from the top of the filter by pumping, before the obstructing spawn can be removed with rake and hoe. The loss of time and labor from this cause is a serious item.

From July until October another difficulty, scarcely less serious, is the growth of vegetation, which begins upon the bottom. This, in like manner, requires removal at short intervals. Even the comparatively mild English winters occasionally give trouble—notably that of 1884, when 70 men were constantly employed removing ice. Despite all these difficulties and this enormous expense, public sentiment in England so strongly demands a clear, bright and wholesome water that the practice of filtration is becoming general throughout the kingdom. Even in the case of Liverpool, which is bringing its new supply from Vyrnwy Lake, 50 miles away, in the Welsh Mountains, filter beds are to be used.

It is odd, in view of the superb results obtained in the purification of the supply of the city of Antwerp, that the expensive open filter bed should ever again be constructed. The new Antwerp plant is based upon an American patent, and is delivering 3,200 gallons of water per square foot of surface, as against 80 feet, which was the capacity of the old filter bed previously employed. When choked by dirt the Antwerp plant is cleaned by removing the current. Being covered, it does not admit of the growth of vegetation, and its current is too rapid to suffer from the danger of ice during winter.—*W. P. M. in the Troy, N. Y. Times.*

BELLOWS FALLS, Vt., Jan. 18, 1890.

EDITOR RAILWAY CONDUCTOR: The many friends of Bro. J. B. Worthen, will no doubt be pleased to hear that he is still "on deck." James is a hustler, he having sold over 100 tickets for the fair to be held here Feb. 4, 5, and 6. It has to be

an *extremely* cold morning when Cap'n gets left, as will be seen by reading the following from the *Montpelier* (Vt.) *Argus* and *Patriot*, of Jan. 15.

Yours truly,

JACK-ON-THE-GREEN.

"CAP'N JIM."

Most everybody knows Jim, of course, Conductor Jim on the Brattleboro & Whitehall railroad: "Cap'n Jim," as all the old-timers on Lake Champlain and along the Welland Canal, insist on calling him. He is now piloting the accommodation train over the mountain between Brattleboro and Whitehall, N. Y., and when at that end of the road makes his headquarters at the Yule Tree House. After getting into Whitehall evenings, he stores away a hearty supper the first thing, and then retires to the hotel office, where he proceeds to regale those present with tales of his hair-breadth escapes when Captain on a "Canaler," as he calls it, some thirty years ago. To hear Jim tell how he "ploughed the raging main" in a gale on Welland Canal once when the wind was blowing forty knots an hour off shore, and the waves were "running mountains high," and how the storm unstripped his rudder, nearly sending all hands to the bottom, and his being chased by the sharks and being kidnapped by pirates on Lake Champlain, is *full* as interesting as listening to Jo Cook's Monday Lectures in Boston, or reading Bill Nye's articles in the *New York World*. The Cap'n is a walking talking vocabulary of nautical phrases, and the habitual use of the same by him while engaged in water navigation, and a long time before he began slaughtering railroad tickets, still clings to him.

One night last summer, when he was taking the St. Louis limited over the Mountain Division, and while descending the other side, he ran into a landslide. During the temporary excitement that followed, and when passing through the twelve or fourteen coaches of his train trying to pacify the passengers, a lady in

the Chicago sleeper nervously clutched him by the arm as he was passing her berth, and asked him what the trouble was. "O, nothing, marm, nothing," said Jim, "only the lubber at the wheel didn't luff 'er enough, and she's half her length high and dry on a sand-bar, and we've got to wait for a tug and lighter to haul her off." He came pretty near gettiug a vacation without pay for that, as the person he was talking to proved to be the wife of a prominent colored politician from Thompson street, New York, on her way from Boston to East Dorset, to attend a woman's rights convention. The Cap'n frequently startles his passengers from one end of his train to the other, when approaching Whitehall nights, by singing our in stentorian tones, causing all the car ventilators to open and shut automatically."—All ashore for Ticonderoga, Burlington, Plattsburgh, and Rouses Point! Step lively there, please! Step lively!"

When at the Brattleboro end of the road Jim "ties up" at the Bliss House, where he puts in most of his spare time singing "The Nancy Lee" or whistling "Pinafore," when he isn't entertaining Landlord Bliss and Frank Green with his yarns about the time he was doing missionary work in Central Africa. It rather took him down the other day, though, when Jack Turner, an old salt and former messmate of Jim's, just in from a two-year's voyage to the Sandwich Islands after whale oil, sailed into town about three sheets in the wind, during the latter's absence, and confidentially told Pat Austin and Oscar Willard, as Rob Ross, who *happened* around at the time, said, that all the missionary work the Cap'n ever did was when he took a cargo of New England rum and West India molasses, an invoice of warming pans, and a job lot of cast iron axes, worth four cents each, in 1853 out to the coast, and worked the whole business off on to the natives in exchange for a ship load of elephants' tusks. Jim has partly atoned for that since then, however, by joining the

Dutch Reformed Presbyterians, of which he is now a member in good and regular standing, his rotund form and rubicund features always being the most conspicuous on communion day.

A New Style of Cars.

The Northern Pacific has just received twenty new colonist sleepers from Barney, Smith & Co., that are models of beauty, convenience and comfort, and contain many improvements over the ordinary colonist sleeper, or so-called tourist car generally in use.

Each car has fourteen sections with gentlemen's toilet room at one end, and the ladies' room, supplied with marble-topped washstand and force-pump, in the other. In one end of the car is a Baker fire-proof heater, which heats the cars by means of hot water conducted through pipes. In the opposite end of the car is a cooking range surrounded by good kitchen facilities. Opposite this range is a twenty gallon cooler for drinking water, also a large tank holding seventy gallons of water for general use.

These cars are finished in natural wood,—ash, maple and butternut—beautifully polished, and at night are lighted up with eight Acme lamps, exactly similar to those in use on Pullman sleepers. The sections are divided by sliding beadboards, effecting a privacy not possible in the present style of cars, where the sections are separated by a wire netting. An ingenious arrangement of the seats enables them to be extended flat or with head rests when prepared for bedding, and under each seat is a box in which can be stored bedding or small baggage. In each section there is also provided a movable table similar to those in use in Pullman cars, which is extremely convenient for many purposes. All cars are provided with curtain rods.

Notwithstanding the fact that the Northern Pacific employs a porter to look after these sleepers, all holders of second-class

Montana and Pacific Coast tickets are allowed to use them FREE OF CHARGE. The Northern Pacific has a greater number of these sleepers in service than any other transcontinental line, their total equipment now amounting to sixty-three cars. It is clear that in providing for the comfort of the traveling public, the Northern Pacific, with its new vestibuled dining and sleeping cars and superior accommodations for second-class passengers, leads all its competitors.—*The Independent*.

Doing Things Well.

"There!" said Harry, throwing down the shoe-brush, "that'll do. My shoes don't look very bright, but no matter. Who cares?"

"Whatever is worth while doing at all is worth doing well," said his father, who had heard the boy's careless speech.

Harry blushed, while his father continued:

"My boy, your shoes look wretched. Pick up the brush and make them shine; when you have finished them, come into the house."

As soon as Harry appeared with his well-polished shoes, his father said:

"I have a little story to tell you. I once knew a little boy whose mother taught him the proverb which I repeated to you a few minutes ago. This boy went out to service in a gentleman's family and he took pains to do everything well, no matter how unimportant it seemed. His employer was pleased, and he took him into his shop. He did his work well there, and when sent on errands he went quickly, and was soon back in his place. So he advanced from step to step until he became clerk, and then a partner in the business. He is now a rich man, and anxious that his son Harry should practice the rule that made him prosper."

"Why, papa, were you a poor boy once?"

"Yes, my son; so poor that I had to go

out to service, and black boots and wait at table, and do any service that was required of me. By doing these little things well, I was soon entrusted with more important ones."

Sad Indeed.

Neighbor—"Mr. Skrimp, I have bad news to tell you."

"Farmer Skrimp—"Hev, eh? Whud mout it be?"

"It is very shocking, my friend, and I advise you to be prepared for the worst."

"Wal, go on."

"This morning your wife, in attempting to cross the ford, rode into deep water and both she and the horse were drowned."

"Gret snakes, yer don't sesso."

"Alas, it's but too true."

"By gum, but thet's mouty bad."

"It is indeed a great calamity, my friend."

"Wal, it jest air. It's er awful slam on me, shore. Why, neighbor, I akchly wouldn't er tuck hun'ned dollars for that ere hoss; an' ther ole 'oman knowed hit. It jest nachully do pear like woman folks don't think o' nothiu; n' they're so keerless.—*St. Louis Humorist*.

A description of the new Croton aqueduct, given in the *Century*, helps to give some idea of the magnitude of the work by comparing it with railroad tunnels. It is slightly smaller in diameter than these tunnels, but very much longer. The Hoosac Tunnel is 24,000 feet long, the Mont Cenis 8 miles long, the St. Gothard 9½ miles, while the new Croton aqueduct will be nearly 30 miles long. It is a very much greater work in every way than the old Roman aqueducts about which so much has been written, but less is heard of it because it has been built in this day of great things.

A countryman visiting the Surrogate's office, on observing the huge volume of wills on the shelves, asked if they were Bibles. "No, sir," said the clerk, "they are testaments."—*N. Y. Ledger*.

Baby in Church.

Aunt Nellie had fashioned a dainty thing
 Of Hamburg and ribbon and lace.
 And mamma had said as she settled it round
 Our beautiful baby's face,
 Where the dimples play and the laughter lies
 Like sunbeams hid in her violet eyes:
 "If the day is pleasant and baby is good,
 She may go to church and wear her new hood."

Then Ben, aged six, began to tell,
 In older-brotherly way,
 How very, very good she must be
 If she went to church next day.
 He told of the church, of the choir and the crowd,
 And the man up in front who talks so loud;
 But she must not talk, nor laugh, nor sing,
 But just sit as quiet as anything.

And so, on a beautiful Sabbath in May,
 When the fruit-buds burst into flowers
 (There wasn't a blossom on bush or tree
 So fair as this blossom of ours,)
 All in her white dress, dainty and new,
 Our baby sat in the family pew.
 The grand, sweet music, reverent air,
 The solemn hush, and the voice of prayer

Filled all her baby soul with awe,
 As she sat in her little place,
 And the holy look that angels wear
 Seemed pictured upon her face.
 And the sweet words uttered so long ago,
 Came into my mind with a rhythmic flow:
 "Of such is the kingdom of heaven," said He,
 And I knew that He spake of such as she.

The sweet-voiced organ pealed forth again,

The collection-box came round,
 And baby dropped her penny in
 And smiled at the clinking sound.
 Alone in the choir Aunt Nellie stood,
 Waiting the close of the soft prelude,
 To begin her solo. High and strong
 She struck the first note; clear and long

She held it, and all were charmed but one,
 Who, with all the might she had,
 Sprang to her little feet and cried,
 "Aunt Nellie, you's being bad!"
 The audience smiled, the minister coughed,
 The little boys in the corner laughed,
 The tenor-man shook like an aspen leaf,
 And hid his face in his handkerchief

And poor Aunt Nellie never could tell
 How she finished that terrible strain,
 But says that nothing on earth would tempt
 Her to go through the scene again.
 So we have decided perhaps 'tis best
 For her sake, ours, and all the rest,
 That we wait, maybe, for a year or two,
 Ere our baby re-enter the family pew.

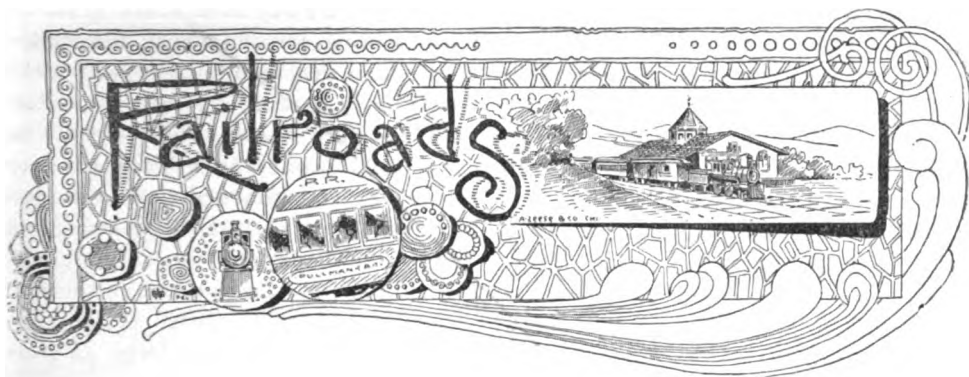
—Selected,

The thousand or more men employed at the works of the Warder, Bushnell & Glessner Co., at Springfield, O., of which the well-known engineer, Chas. A. Bauer, is the general manager, gave during the holidays a very pleasant testimonial of their appreciation of his management, in the form of a bronze statue, symbolical of the business in which they are engaged, and which was quietly left in the office during the temporary absence of the proprietors, accompanied by a letter expressing the kindest sentiments of friendship and good will.

This is something of a departure from the usual program in such cases, and does away with the usual feature of speech-making, which those who have them to make, usually feel are among the things which had better be left unsaid. An additional cause for congratulation in this instance is the recent purchase by the company of the exclusive right to the manufacture of the machinery, which they have heretofore shared with two other concerns; which will, of course, result in a largely increased business.

Andrew Carnegie, it is said, will furnish the money to rebuild the public library destroyed by the flood at Johnstown, Pa. This is a very commendable act on his part, since there are no claims on him for doing it. It must be a satisfaction to a man of Mr. Carnegie's means to unload some of it where he can see it do good while he is living. His heirs will not quarrel over the money that goes to rebuild that library, and it will go right on doing good after he is dead. If men would consider the example of the late Peter Cooper, who was one of the happiest men in New York, there would be more public libraries built from overflowing pocket-books, and fewer from the bequests of wills.

A man desiring to have a pet dog licensed, facetiously asked the clerk if the dog had to make a personal application. "No," was the reply. "You, as next of kin, can take out the papers."—*N. Y. Ledger.*



Total mileage of the United States and Territories, 161,720 miles.

* *

\$200,000 is the estimated loss the Atchison, Topeka & Santa Fe sustained by the recent flood in California, and the Southern Pacific's loss reached \$150,000.

* *

The Grant Locomotive Works have been incorporated in Illinois for the purpose of manufacturing locomotives and other machinery. Capital stock, \$800,000.

* *

In 1886 the average number of passengers carried on each passenger train on the Union Pacific Railway was 40; in 1889, the average was 60. Quite a respectable increase for a northern road.

* *

The present fast train on the Chicago, Burlington & Quincy is called the "Eli." We understand that arrangements have been made for putting on one that will make the time between Chicago and Denver in 30 hours. Better name this the "Get There."

* *

We notice that Mr. Fred J. Allen, who has for many years been connected with the Engineering Department of the C., B. & Q. Railroad at Galesburg, Illinois, has received the appointment of road-master of the Chicago Division, with headquarters at Aurora: We have been personally acquainted with and socially connected with Mr. Allen for many years. Are pleased to

hear of the confidence reposed in him, and feel that he will perform his duties satisfactorily to his employers and himself in the future, as he has done in the past.

* *

From the Indianapolis Journal we learn that 42,204 passenger trains arrived and departed from the Union station in that city during the year 1889, making 320,996 cars. The number of loaded freight cars dispatched and received during the year being 861,991.

* *

The oldest Railway President being is supposed to be Mr. Bonum Nye, living now in his ninety-fifth year. He is President of the North Brookfield Railroad Company, and has been President of this company since it was organized in 1875. He is also a civil engineer.

* *

On March 1st the Chicago & Alton Railroad have arranged to put on a passenger service between Chicago and Denver that will be excelled by none. It is said that they are in conjunction with the Union Pacific, arranging to put on some very handsome trains for this route.

* *

The statement of the Chicago, Burlington & Quincy, for eleven months ending Nov. 30th, seems to be a very favorable showing for that period. It shows an increase in gross of \$2,674,726, a decrease in operating expenses of \$1,291,370; which leaves an increase of \$3,966,096 on the C., B. & Q. proper.

A special train consisting of the officers of the Atchison, Topeka & Santa Fe Railroad made the time over the Southern Pacific, a distance of 220 miles in 222 minutes, actual running time, and they think they could have done much better if the road had not been in such bad condition on account of the recent rains. Next.

* *

From the *Railway Age* we borrow the following tabulated statement regarding the states that have more than 5,000 miles of railway.

Illinois	10,079	Michigan	6,739
Kansas	8,815	Indiana	6,013
Texas	8,494	Missouri	6,001
Iowa	8,455	Minnesota	5,519
Pennsylvania...	8,417	Wisconsin	5,440
New York	7,762	Nebraska	5,020
Ohio	7,759		

* *

Hereafter no freight trains will be permitted to pass any station where there is a telegraph operator until the conductor has gone to the office and received from the operator a written statement, whether he has any orders for his train or no. This does not relieve the operator from displaying the proper signals for any orders he may have for these gentlemen. These are the new rules of the C., M. & St. P.

* *

The resignation of John C. Gault as general manager of the Queen & Crescent route will undoubtedly be the means of furnishing some other first class road with a competent, live, energetic business man. Such men as Mr. Gault are not lying around for any length of time waiting for something to turn up. He has not only been a hard worker, but eminently successful, and some live company will take him up before many days, and his capabilities be noticed in some new and untried field of labor.

* *

The Wabash Railway has treated its bondholders to the greatest surprise of their lives by declaring a dividend of three per cent. on \$3,500,000 of its securities for the last six month's earnings. Many a

long and weary day have these gentlemen been waiting for the wheel of fortune to stop where they could pick up a nickle. But it really looks as though the "Rubicon" had been passed, and "Moses" had got out of the wilderness. They have seen the loaves and fishes depart from their sight year after year, as if a string were tied to each one and even the crumbs seemed too small for any use, and now the prospect of a little "manna" in the shape of a dividend will look as large as a new sled to a poor boy on Christmas morning.

* *

Once in a while some company gets even with its rival in a very curious manner. For instance, one road gives its patrons the benefit of a cut rate and its connecting lines go in with it. Another opposition line wishes to see it and perhaps go a little better, but upon consulting its connecting lines they see no money in the operation and blankly refuse to be a participant; but the first named not wishing to give up the ghost, meets the cut by carrying the passengers over its mileage for nothing. There is not anything in this world like a firm's doing business, especially as long as it has its sign out. And as "Competition is the life of trade" it must put on an appearance and in some way make up the deficiency on some other fellow. Do business, anyhow.

* *

What a winter for builders of car heaters, snow-plows, and ice-harvesting machines. Something is wrong, either the seasons are changing or else we are being treated to a new dispensation by the weather bureau. In Iowa it can easily be accounted for; the democrats are the ones who are responsible for everything, Grippe and all. But while the manufacturers of car heaters and snow-plows are walking around with their under lip hanging down, there are business men in other occupations who are daily very busy. The undertaker and the doctor, and the man who digs the little graves have been, and are very busy. The

old theory that a moderate winter is a healthy one, is, of necessity, broken down by the number of new-made graves in nearly every burying ground. And before the winter months are over, it may have seemed better that there had been more snow, more ice, and less summer weather at the wrong time of the year.

* *

Mr. Francis Cope, general freight and passenger agent of the Mountain division of the Union Pacific Railway, who died at Salt Lake City, Dec. 30th, was emphatically a self-made man. It is pleasant to read the encomiums passed by the acquaintances of one who by a system of grand and noble business acts has, left behind him an honorable name, and whose associates all feel proud to say a few words in praise of a well-spent life. Such men's places are hard to fill; while there are many smart and active, perhaps capable men in the field, who are anxious to occupy prominent positions in railway circles, still it will take quite a little time to gain that necessary qualification which experience alone can give.

* *

By the dispatches that come over the wires we learn that a few editors in the great state of Texas have been indulging in their favorite sport of selling their railway passes to a firm of scalpers at Fort Worth; and the scalpers in order to get even have sold them to tourists after making arrangements with a few of the conductors to accept them. If these men who class themselves as editors can get any particular satisfaction out of this kind of business they are certainly entitled to all the credit there is in it. We do not begrudge them any portion of the honor they may see in the matter. We suppose, however, they go on the principle that all they can get out of a railway company is so much gained. But we heartily wish to be considered as one who has no sympathy with any such proceedings. There is an honest and honorable way of doing busi-

ness. There are many inventions that never, as yet, have been patented that do not belong to this catalogue.

* *

From recent dispatches we learn that Mr. E. A. Touzalín, late president of the Chicago, Burlington & Northern, who recently died, has left an estate reported to be worth \$5,000,000. This is certainly a snug little sum for anyone to leave behind them. But the question will naturally arise in one's mind, of what particular use is it to the poor man who labored so hard to obtain this amount, in the years that are to come. Whether it pays to work hard for forty or fifty years, depriving one's self of many pleasures and comforts to gain a matter of \$5,000,000, and then be obliged to leave it all behind, and enter upon an existence, the time of which no man has ever conceived, much less ascertained, is a question that is worth considering. It is always well to pursue a life of activity, and try to gain riches that you may make others as well as yourself, happy with. We have been able to do this to a considerable extent on \$80 per month, and find ourselves. But when you come up into the millions, and are obliged to go away and leave it all, we are not prepared to pass an opinion on the happiness that it occasions, and we know of no conductor who is

* *

We notice that some gentleman by the name of Lewis Grissell has sued the Pennsylvania company in the small sum of \$10,000 damages, said damages being claimed on account of injuries received from sitting down in a seat in one of the company's coaches and not finding a cushioned seat as he anticipated. What the nature of the offense is we have not learned. There may have been a boil on the seat, and he anticipated that the action of sitting on the cushion would relieve him, or he may have been sitting down at home so long that the seat had become weary and the disappointment made him weary and disconsolate. We are not up

regarding railroad law on this particular subject, but we are of the opinion that Lewis will not be able to recover. As to damages, that is another thing, it is possible that the seat being farther off than he anticipated, by not being cushioned, that the SEAT may have received a kind of a paradoxical shock that may hinder the gentleman's seat from being seated in a proper manner. It is evident that all railway companies should, hereafter, use every precaution imaginable to bring their seats as near the seats of their passengers as possible, if they would avoid heavy suits for damages, by having their seats too far from their passenger's. We wait with impatience, to hear how Lewis comes out in his suit.

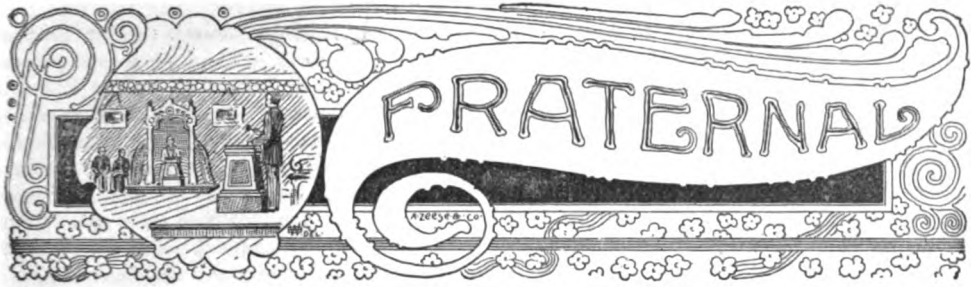
* * *

It would seem that the great board of railway commissioners in the great state of Mississippi, have taken possession of an idea, and were bound to carry it out in a manner that will cost the state many years of prosperity and improvement that it might enjoy were it not for the immaculate wisdom of these great Solons of this commonwealth. They have usurped the power, as it were, of both state and people, and dictate to different railway companies what and how many trains they shall run; what their rates for freight shall be, with no regard to, or respect for the inter-state commerce law, and dictating in all minor details what each railway company may or may not do. Or, in a word, they decide everything and pay nothing; also cripple every railway interest in the state and afford no relief, but have succeeded effectually thus far, in paralyzing all railway improvements. A board of this kind may injure the business prospects and possibilities of any state, more in one year than she can regain by temperate and wise

legislation in five. There is a medium in all things that is, as a rule, very commendable and oftentimes wise, and a sad departure from this, is often fraught with great injury to both state and national prosperity.

* * *

In an address delivered a few days ago before the Senate committee on the location of the World's Fair by Mr. E. T. Jeffrey, we find the following summary of facts. He says: In respect to transportation facilities there are in Chicago in its passenger stations 335 miles of railway tracks; in its freight yards for freight traffic purposes, 580 miles of tracks. The twenty-four railroads which have terminals in Chicago, aggregate 54,411 miles, and tributary to many of these are other lines having traffic contracts with them, which if their mileage were added to the 54,000 mentioned, would swell the total actually tributary to Chicago, to over 70,000 miles, thus establishing the fact that there are more miles of railroad nesting in Chicago and more miles of railroad tributary to Chicago than are tributary to any other city on the face of the globe. To conduct its passenger traffic for 1889, 865,350 passenger cars were received and forwarded. Almost a million passenger cars are required to conduct the passenger travel to and from the city in one year. To conduct its freight traffic, rail exclusively, 4,278,769 freight cars arrive and depart. It is also the second port in the United States. Its tonnage is the second also. In number of vessels arriving and clearing it is the first. In 1888 the street cars carried a total of 140,000,000 passengers. In 1889 there were 163,000,000 carried. The average moved daily being 446,576. There are over forty miles of through passenger cars from Chicago to other cities within the United States.



CHATTANOOGA, Tenn., Jan. 13th, 1890.

EDITOR RAILWAY CONDUCTOR: I have watched the columns of THE RAILWAY CONDUCTOR to hear from Division 148. I have watched in vain. We are still living and doing well. We have one of the finest Divisions in the south, in every way, in my estimation. In three years we have failed only twice to have a meeting. The boys are coming up every meeting to get the new work, and they all like it so much better than the old. Our Chief is on his fifth term, and he is a good one. Our A. C. is on his fourth term; our J. C. is on his fourth; our Secretary and Treasurer has that place for life, for he is one of the best, and if you want to raise a racket in the Division, just say something about a change, and they all jump to their feet and with one voice, "No." Our officers are well posted in the unwritten work of the Order; and we have the kickers and I don't think a Division can live without them, for they will bring up a question that will bring out our talent on a dispute, and you ought to be present to hear the boys on a debate. Every member has his say. No one member can run this Division—it takes every member to run it.

Our worthy Secretary is in deep sorrow, his baby is lying at the point of death. He has our sympathy.

Frank Leighton, a worthy brother and a good conductor on the A. G. S., was knocked off his train at Springville by a spout on a water tank and was killed. He leaves a young wife to mourn his loss. Just a few days before, I was after him to take the insurance, but he failed to do so. Brothers if you love your wife and babies, don't hesitate a moment to take the insurance, for it is the best monument we can leave behind us, and then our families won't be left on the cold charities of the world, and there won't be any appeals to other Divisions for help. Brothers, if you have no insurance, make your wife a present of a policy at once, for you don't know what to-morrow is going to bring forth. If this is not thrown into the waste basket I will try again.

Yours in P. F..

LOOKOUT.

Wishing These Lives Away.

I heard a little one to his mother say,

As up to her he ran:

"I am tired of my toys to-day,

I wish I were a man."

A man bought a piece of land to-day.

"For ten years I shall let it lay;

I wish the time would pass away

For then I shall be rich," I heard him say.

An old father and mother, so dear,

Standing by the homestead door:

"I wish that the summer were here

That we could see our boy once more."

Manhood calculating,

The child at play,

Old age meditating,

All wishing these lives away.

HERBERT T. BOLLIS.

SPRINGFIELD, Ill., Jan. 1st, 1890.

EDITOR RAILWAY CONDUCTOR: As this is the first day of the new year, I thought I would commence it by writing you a few lines and keep you posted as to what we are doing here. Last night was the event of our third annual ball and banquet, and it was not "one" of the events of the season, but "the" event of the season. It is well known here that the Conductors always have a first-class affair, and at 9:30 p. m., the grand march took place, which was led by our general floor manager, Brother C. D. Roberts. About three hundred were in the grand march at the Leland hotel, and the music by Prof. Fero's orchestra was excellent. Just before the ball opened the committee were notified that they were wanted in the reception rooms and some ten of the brothers repaired to that part of the house, where they were met by Mr. A. J. Schevers, who, in behalf of the American Brake Co., presented the Division with a handsome ballot-box and gavel. The hall was beautifully decorated with red, white and green lanterns, flags and other railway emblems, hung on the chandeliers and walls. Supper was served in the ordinary, and was gotten up in the

usual excellent manner of the Leland, and embraced everything that could be wished for. The Menu card was in the shape of a coupon ticket, with seven coupons representing a trip over the seven routes that center in Springfield, and good from Raw Oyster station to Ice Cream and Coffee station. The trip was over the Leland hotel route, and the form number of ticket was O. R. C., Divi. No. 206, and embraced the usual rules somewhat modified to suit the occasion, and a description of the holder as indicated by punch marks. The menu was the work of Col. Wiggins, the proprietor of the Leland, and the best ever seen here. After the banquet the party again repaired to the ball room, and at 4:30 a. m. the ball was a thing of the past. Everybody that attended expressed themselves as satisfied, and promised to be at our next. The Springfield Daily State Register, of Jan. 1st, 1890, says: "The Knights of the Punch are royal entertainers and the affair was most excellently managed and was very creditable to those who had it in charge."

The Division wishes to extend their thanks to the officers of the Wabash railway, Illinois Central R'y, J. S. E. R'y., S. A. & S. L. R'y, St. L. & C. R'y, for the transportation which was given for parties attending our ball.

We have moved our division rooms and hereafter will meet over the Marine bank in the A. O. U. W. rooms. At our election of officers on Dec. 29th, the following were elected: W. P. Sheehan, C. C.; Wm. Reilley, A. C. C.; F. G. Schmitt, S. & T.; C. W. Castles, S. C.; E. D. Roberts, J. C.; T. F. Corrigan, I. S.; Chas. Snape, O. S.; F. G. Schmitt, delegate; Wm. Reilley, alternate. Trustee; J. M. Winston.

Wishing you all a Happy New Year, and hoping all will try and make this year a successful one for our Order, I remain

Yours in P. F.,
XIX, Div. 206.

CLEVELAND, O., Dec. 31st, 1889.

E. H. Belknap, Esq.,

DEAR SIR AND BROTHER: Cleveland Division No. 14, Cleveland, Ohio, have elected the following officers for the ensuing year: C. P. Hodges, 5 Fairfield street, C. C.; Fred Morwick, 50 Burton street, Secretary. Meet 2d and 4th Sunday in each month at 1 p. m., standard time, in I. O. O. F. hall, No. 52, Public square.

Yours truly in P. F.,
F. A. BUNNELL, Ex. Sec.

HOLLINGSWORTH DIVISION BALL.—The annual ball of Hollingsworth Division No. 100, Order of Railway Conductors, at the City hall last evening

was a gratifying success. The hall was handsomely decorated by Messrs. Charles Thornton and C. H. McKean. The walls were hung with pictures loaned by Messrs. Baker and Elliot. A handsome oil portrait of George E. Carr, former general superintendent of the Columbus, Hocking Valley & Toledo railway, graced the center of the stage. The letters O. R. C. were hung over the stage and suspended from them was a picture of Governor-elect Campbell. The picture of Mr. Campbell called forth varied comments. All the railroad organizations were represented in the decorations. The reception committee was composed of Messrs. Garrett Fox, W. B. Jennings, Gus Shipley and J. W. Brown.

READING, Pa., Jan. 8th, 1890.

EDITOR RAILWAY CONDUCTOR: The officers elect for the ensuing term in Nicolls' Division No. 229, are as follows:

Louis A. Neiman, 24 S. 2d St., C. C.; Jacob S. Fisher, 225 S. 4th St., A. C. C.; Wm. Boate, 514 S. 6th, S. and T.; H. C. Hedley, 1041, Greenwich, S. C.; Timothy Lynch, 45 S. 2d, J. C.; Samuel Herbun, 839 Greenwich, I. S.; H. Prutzman, 924 N. 8th, O. S.; Wm. Boate, 514, S. 6th, delegate; J. J. Dooley, Potsville, alternate.

I could not comply with your request in getting this to your office before the 5th, as I have been a victim of the grippe, and am hardly able to write yet, but have done the best I could.

Yours in P. F.,

WM. BOATE.

TOPEKA, Jan. 1st, 1890.

Editor Conductor:

DEAR SIR: Topeka Division 179, elected the following officers at their last meeting, and there was considerable feeling over who should be elected, etc. Brother Bobby got on his ear for a little while but finally got cooled off, otherwise the meeting passed off very quietly. But it took all day. I give the names of the officers elected for the year 1890,

Wm. Burnes, C. C.; A. J. Rader, A. C. C.; C. C. Fellows, S. and T.; Geo. Calbert, S. C.; P. M. Laux, J. C.; R. B. Donahue, I. S.; C. Barthman, O. S.; D. I. Furbek, delegate to the National Convention; A. J. Rader, alternate.

Our Division is increasing. We added two members at our last meeting, and have a very good attendance now since we changed our hours from 1 p. m. to 10 a. m. By doing this it gives those brothers running passenger trains a chance to attend meeting and return to Kansas City to take out their respective runs. We have fifty-four members in good standing; we also have sev-

eral members that have ample time to attend our meetings, but for some little cause they fail to do so. We lost a very good brother from our meeting, J. A. Murray, who has changed to New Mexico Division on account of his health. But success to you Jack, and hope you will gather the friends around you there same as you leave here.

Brother Campbell has been promoted to a suburban train running from Kansas City to West Argentine. Harvey says he thinks he will like the run first rate if they don't hang a chestnut bell on his neck. Brother M. Murray, also assists Harry on this run during his lay-over hours in Kansas City.

This is New Year's day and I hope all Bros. will have a good dinner with a turkey on the side, but for me, I have regular old army beans for mine. I will close for this time, but will try and give a few more items for next issue.

We are having a very nice winter, not cold enough to wear an overcoat.

Yours in P. F.,

BIG DOG.

ALLIANCE, O., Jan. 13th, 1890.

Editor of the Monthly,

DEAR SIR AND BROTHER: At a regular meeting of Alliance Division 177, Dec. 23d, the following officers were elected for the ensuing year:

C. W. Garland, C. C.; F. Fisher, A. C. C.; M. R. Mathews, S. and T.; H. R. Bowden, S. C.; O. Duton, J. C.; W. W. Bevington, J. C.; A. Baer, O. S. -Division Committee: J. C. McHenry, F. M. Foster and G. H. McKinley. M. R. Mathews, delegate to Grand Division, 1890.

While our brothers have met with success in the past year and suffered no death loss in our Division, we hope for a continuance of good fortune for 1890, and may our best wishes be extended to all the brothers throughout the land. May God bless and protect them through 1890. Any brother not carrying our insurance, (or some other,) should at once take out a policy and make himself and dear family happy.

F. M. FOSTER.

BRATTLEBORO, VT., January 1, 1890.

EDITOR RAILWAY CONDUCTOR: Saturday evening, Dec. 28, Bellows Falls Division No. 233, met at Grand Army hall and elected the following officers for the ensuing year: for C. C., P. G. Dawley; A. C., A. G. Carleton; S. and T., W. H. Kiniry; S. C., M. Severance; J. C., T. Allen; I. S., C. J. Knight; O. S., F. A. Amidon. Delegate to the Grand Division, M. Severance; Alternate, S. M. Whitney; Chairman of Executive Com-

mittee, W. H. Kiniry; First Ex. Com., James Hayes; Second Ex. Com., H. E. Bean.

This Division was organized April 22, 1888, with a charter membership of 16. We now have 22 members all told. Our regular meetings are held the second Sunday, at 2 P. M., and the fourth Saturday, at 7:45 P. M., of each month. The latch string is always out for all visiting brothers. Bellows Falls being centrally located at the terminus of several railroads, ought to double our numbers, but for some reason or other the Division is lacking in enthusiasm, at least that interest is not manifested that should be in order to make the meeting a success. A little of Dr. Brown-Sequard's elixer of life carefully injected into some of the lifeless members might make a difference perhaps. However, there is a prospect of a "revival" about the first week in February, it having been decided to begin the same by opening with a dance, in addition to holding a three day's fair. Tickets are to be sold, and those who get the lucky numbers will find themselves the happy possessors of either a fancy Portland, state of Maine bang-up sleigh, a lady's gold ring, a ton of coal, a lady's gold watch, a black walnut chamber set, or a gent's gold ring. Everybody is cordially invited to invest "fifty cents a piece all 'round, please." Ten cents a figure for dancing will not be refused, probably. A good time is anticipated. It is intimated that "Senator" Kiniry will deliver an impromptu speech some time during the second evening of the festivities, to be followed by a song and chorus: "Left Foot Forward." Words and music written and composed especially for the occasion, and sung by the Cheshire Glee Club, Brothers Amidon, Hayes, Burpee and Allen. Immediately after this, Bro. Worthen, by request, will endeavor to render one of his new and *inimitable* bone solos, also a fine imitation of the mocking bird, so successfully given by him in nearly every state in the Union and Canada West, while traveling with O'Brien's Consolidated Shows. Brother Worthen particularly asks, that the friends remain seated during the execution of the last act, as it is an exceedingly difficult part to perform. He especially requests that those present kindly refrain from giving any encores. A large attendance is expected.

McGINTY.

FARGO, Jan. 7th, 1890.

W. P. Daniels, Esq., *Manager Railway Conductor:*

DEAR SIR AND BROTHER: I forward you \$2.00 by express for the RAILWAY CONDUCTOR for the coming year. I also wish to give you some facts as to my experience in the Order of Railway Conductors. Nineteen years ago, I attended the Grand Convention of the Order held in Cleveland, Ohio, in the month of October, in the above named year.

At that convention I was nominated chairman of committee to revise the Constitution and By-Laws of the Order of Railroad Conductors. Having taken a great interest in the welfare of the Order. I was the author of that clause in our Constitution which strictly forbids a member of the Order from taking any active part, or aiding, or abetting a strike. This was the foundation of our Order, which gained for us the confidence of our fellow-men and the good-will of our employers. I carried this matter through, because experience taught me so. I brought the first four charters from that convention that ever was organized east of the Ohio river, namely, No. 13, in Elmira, N. Y., No. 12, in Scranton, Pa., and No. 5, at Pittston, Pa., and one at Mauch Chunk, Pa. Some of these divisions are in existence yet under different numbers, and yet there is some of the old charter members remaining. Our Order in those days was in its youth, but it has grown prosperous by the active exertions of good and true men. I used to be a fair writer in days gone by, but sickness has moved my brain and I cannot write as I used to. I am slowly getting better since I came to the North West, and I may regain my former health. I could write you many interesting articles about railroading during the late war, as I had a good deal of experience in those times of what was taking place. During that time I have often laid down on the caboose floor to keep clear of the guerilla's bullets, which came out of the woods every mile we run. You can publish this in the RAILWAY CONDUCTOR if you wish, for I have many old friends on the eastern roads that would like to hear from me.

WM. F. FALKNER,

920 First avenue, Fargo, N. Dakota.

P. S. I was the author of the monogram which used to appear on the O. R. C. letter paper, which reads:

Let faithfulness to our trust,
Gain for us the confidence
Of our fellow man, and
The good-will of our employers.

—FALKNER.

JERSEY CITY, Dec. 19, 1889.

EDITOR CONDUCTOR: At a special meeting held December 15, 1889, the following officers were elected and installed to serve the ensuing year: C. C., John B. McBurth; A. C. C., John Nicholson; S. and T., J. W. Dent; S. C., P. M. Bryan; J. C., Joseph Gordon; I. S., John D. Dayton; O. S., Wm. A. White; Delegate, H. D. Staats; Alternate, Robert McDonald; Trustee, J. S. Hulick; Division Com., F. W. Branagan, J. H. Dodwell and Jos. Gordon.

Yours in P. F.,

J. W. DENT, Sec.

1890.

Ready again for another year,
Breaking away all doubts and fear.
Higher, still higher! our motives be.

Doing our work persistently.
In "perpetual friendship" we realize
Vastly depends the coveted prize.

One great body a unit, moving with might;
One grand object in view, that is, to do right.
Four years hence "perfect service" shall gain

Our equality with *others* on the same train.
Right is might, and individual worth
Cannot be trampled into the earth.

GEO. J. CHURCHILL, Cor. Sec. Div. 114.
Pittsburg, Pa., Jan. 1st, 1890.

ELKHART, Ind., Jan. 14, 1890.

EDITOR RAILWAY CONDUCTOR: If you will give me space in the CONDUCTOR I want to ask a few questions. Some I may answer myself and if not correct, let some other brother come to the front and correct them:

1st. Will the principles which we have so long advocated ever gain the end for which labor organizes?

2d. Is it not a fact, that railway officials use us as examples when one of us gets into the least trouble, for the purpose of keeping other organizations (or members of them) under partial subjection?

I think they certainly do, as I can bear witness to such facts.

Brothers, I am a victim of a brother's negligence and a superintendent's tyranny, myself. Very little effort has ever been made to right the wrong done. Ah! methinks I hear a brother say "the Order is not to blame for that." And I agree with my brother, it is the individual members that are to blame. Now, brothers, let me warn you, the time has come when we have got to do work that will show greater results than ever before, or our names are Denis. And let me add, I don't believe any great amount can be accomplished by any of your pretty, please talk not alone. It must be done by showing that it is our right, and that justice we are bound to have. We must continue to invite the confidence of other organizations, as we have always done. They have snubbed us and may do it again, but I don't believe they will. The policy that has been followed by some in the past must not be repeated. I believe the time has come, (and I believe every fair-minded man or woman in America will agree with me), when it is the imperative duty of every man who works, to unmistakably array himself on the side of labor's interest. There it goes again, I hear some brother

saying, we are not a striking organization, what can we do? How can we work with such organizations? I can answer. If trouble arises, do the work you have always done and no more. One more suggestion and I will close, for I don't suppose this will ever find its way into the journal anyhow. When you have a grievance to adjust and send a committee, don't let them stop at a Div. Supt., neither a Gen'l Supt., but send them to the Directors and President of the road if your grievance is worthy of it, if not don't go at all. I have always done all in my power for the good of the Order, and am willing to keep on to the end if I can get the support and aid from all the brothers of Division 19.

Yours in P. F.,

R. L. MYERS.

[The brother is certainly disappointed once in his life.—ED.]

THANKFUL FOR RAILWAY BANNERS: At a meeting of Lackawanna Division No. 12, O. R. C., held in our hall Sunday, Jan. 12, our members enjoyed a very pleasant surprise, in as much as we were the happy recipients of two beautiful banners bearing the emblems of the order.

WHEREAS, It has been our happy lot to be the recipients of this beautiful present, and as we receive them with due appreciation and with the same kindly feelings with which they were given, be it, therefore.

Resolved, That we tender to Mrs. Bogart our sincere and heartfelt gratitude for her handsome and appropriate gift, with the hope that her life and happiness may long be preserved, and that the kindly interest entertained and manifested by her toward our Order may receive its merited reward, and be it further

Resolved, That a copy of these resolutions be sent to Mrs. J. B. Bogart, and to the city papers and to the RAILWAY CONDUCTOR for publication.

Samuel Boorrem, M. Devanny, John J. O'Hara, A. H. Masters, David Warrick, committee.

DE SOTO, MO., Jan. 5th, 1890.

TO EDITOR OF CONDUCTOR: At the annual election for officers of De Soto Division 241, held December 15th, the following officers were elected:

C. C., S. S. Johns; A. C. C., Monte Robertson; S. and T., A. A. Comean; S. C., M. M. Kelley; J. C., W. C. Brown; I. S., W. J. Cain; O. S., D. A. Dees; Delegate, W. C. Turner, Alternate, W. C. Brown. Member of Division Committee for three years Bro. Thos. Maguire. This Division has but twenty-three members, all in good standing.

Yours in P. F.,

A. A. COMEAN,

Sec. Pro.

ST. PAUL, Jan. 13, 1890.

E. H. Belknap, Esq., Editor Conductor, Cedar Rapids, Iowa.

DEAR SIR AND BROTHER: Enclosed please find article relative to the First Annual Banquet, given by the officers and directors of the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., to their traveling representatives at New Dennison Hotel, Indianapolis, Ind., Jan. 7th, 1890.

Complimentary
Annual
Banquet and Entertainment,
by the Officers and Directors
of the
Railway Officials' and Conductors'
Accident Association,
of
Indianapolis, Indiana,
to their
Traveling Representatives,
at
New Dennison Hotel,
Indianapolis, Indiana,
Tuesday, January, 7th, 1890,
One O'clock, p. m.

The officers and directors of the association, and about fifty of their traveling representatives, met at the general offices of the company, at 9 o'clock, a. m. After the usual exchange of handshaking and introduction, all went directly to the union depot, where they were met by Col. D. F. Whitcomb, general superintendent of the Indianapolis Union Railway Company, and Capt. J. Q. Hicks, general yardmaster of the Big Four Railway Company. Through the courtesy of these gentlemen, an elegant new coach, and engine of the Big Four Company, was placed at the disposal of the traveling representatives, and their officers, for an excursion around the city by the Belt road. At precisely 10 o'clock, a. m., the train moved out of the Union depot, in charge of Conductor Wm. Hurley, Engineer John Mack, Fireman Edward Zion. Capt. Hicks had charge of affairs, and saw that none of the representatives got left. Stops were made at Brightwood shops, stockyards, and at North Indianapolis. The tile works were also visited, and the many pretty girls employed there voted the representatives of the Railway Officials' & Conductors' Accident Association, a much handsomer lot of men than were the Pan-American visitors. One of the diversions of the trip, was an amateur minstrel entertainment; Messrs. Bellis and Huston, on the ends, and Mr. W. S. Robertson, representative from Sandusky, Ohio, interlocutor. The latter sang several beautiful ballads, and a number of comic ditties. Mr. Robertson has a splendid voice, and is a brother of Mrs. Kendal, the very popular and accomplished English comedienne, who was at that time playing to crowded houses in Chicago hav-

ing made a great hit through the east. Mr. Charles Foster, editor of the *Hoosier*, was along, and presented all with a copy of his publication. The excursion throughout was characterized by a singular degree of harmony and good nature, not the slightest occurrence arising to disturb the tranquillity of the party. On the return trip, the following resolutions were presented and unanimously passed by the Railway Officials' & Conductors' Accident Association, and their travelling representatives.

Resolved, That we do most heartily return our thanks, to Col. D. F. Whitcomb, superintendent of the Indianapolis Union Railway Company, and to Capt. J. Q. Hicks, general yardmaster of the Big Four Railway Company, for their magnanimous expression of good-will and liberality of spirit, which has placed at our disposal, a special train to afford us the great pleasure of a few hours in visiting and viewing the industries of their city. All those who participated in the excursion, (not residents of the city,) returned with the most glowing accounts of the trip, and wondering that they had lived so long and had never visited the city of natural gas before. Arriving at the parlors of the New Dennison hotel, at 12:45 p. m. the Telegraph quartette rendered some very beautiful musical selections. The Quartette was composed of Messrs John G. Blake, W. C. Tarkington, W. G. Woodward, and M. D. Butler. At 1 p. m. all assembled in the banquet hall of the New Dennison, where the representatives and guests were addressed by L. D. Hibbard, president of the association, viz:

Gentlemen: It affords me great pleasure to meet so many of you on this occasion. To-day we stand on the threshold of a new year, with its future before us, shrouded in all its dark mysteries. The old year has gone and is a thing of the past. To our association it has brought many blessings, and as we sit down to this banquet table today, should we not, with devout hearts, return thanks to him, from whom all blessings flow, for the many manifestations of His pleasure, that He has showered on us individually, and our association universally. The progress of our association in the past year, has both in the Dominion, Mexico, and the United States, been more than double that of any previous year in our history. With the increase of business throughout the land, has come prosperity to our association, and this prosperity and the prompt manner in which we have paid our claims, has given our members renewed confidence, and an increased active membership. I am happy to be able to say, that our banners now wave from the Atlantic to the Pacific, and from the Canadas to the Gulf of Mexico. Its

arms extend to foreign lands, and our influence is felt in the far-away islands of the trackless deep. In conclusion permit me to say, we are about starting out on a new year, and to you is committed the welfare and prosperity of our association? Be careful to represent our association honestly and fairly, and all will be well. Hoping to meet you all again next year, with my best wishes, I thank you for your kind attention.

Response by Mr. W. S. Robertson, when all were seated. The menu, was one of the best ever set by the management of the New Dennison, and was greatly appreciated, as was shown in the commendatory resolution, passed before the adjournment. Mr. L. D. Hibbard was toastmaster, and on either side of him sat the officials of the association, including Chalmers Brown, vice-president, W. K. Bellis, secretary and treasurer; Geo. J. Johnson, general superintendent of agencies, and directors Earhart and Bulman.

The toasts were all informal. Every one when called upon, prefixed their remarks with the statement that they were sick, which caused the representative from St. Paul, when called upon, to remark that he had listened to so many sick remarks from the representatives, that it made him sick. It was a jolly party, the dinner being all the more thoroughly enjoyable for this. The company left the dining room to the music of the song "Keep in the middle of the road," the quartette leading. A carriage ride through the principal streets of the city preceded by a brass band, and a visit to the cyclorama completed the afternoons doings. In the evening a brief business meeting was held at the rooms of the association, an adjournment being had to the Jefferson-Florence performance at 8 o'clock. After the theater, in the club rooms of the association, a concert and jubilee was held. Representative R. L. Willard, of St. Paul, opened the entertainment by telling the story of the Norwegian who "Umped the job," for which the representatives voted him an "Indiana badger," and the boys said Rube had lots of fun with it. To W. K. Bellis, the secretary of the association, the success of the royal entertainment is due; he having worked unceasingly, to please all, and to say he was successful is but little. Representatives present:

Engineers—Chas. T. Brown, Cincinnati, Ohio; C. B. Willard, Van Wert, Ohio; C. M. Henly, Columbus, Ohio; C. E. Smith, Chicago, Ill.

Conductors.—R. L. Willard, St. Paul, Minn.; E. C. Crockett, Knigstown, Ohio; Jas. Buckley, Minneapolis, Minn.; C. W. Dunn, Milwaukee, Wis.; C. W. Little, Minneapolis, Minn.; H. H. McGaffey, J. W. Riley, Tracy, Minn.; W. C. Fox, Jno. Buyers, Chicago, Ill.; Geo. H. Hull,

St. Paul, Minn.: F. B. Halmer, St. Louis, Mo.: Jno. Brobst, Indianapolis, Ind.: F. M. Sanders, Minneapolis, Minn.: H. A. Flint, Minneapolis, Minnesota.

J. Q. Hicks, S. A. Boyd, L. S. Houston, John L. Lazarus, J. A. Andregg, M. J. McCowing, E. L. Gwynn, C. A. Manning, H. M. Mounts, J. S. Thompson, L. E. Brown, W. L. Reynolds, A. D. Pendleton, W. H. Harris, I. H. Martin, and others heretofore mentioned. Wednesday morning Jan. 8th. the representatives assembled at the general offices of the association and presented W. K. Bellis, secretary, with a beautiful K. of P. charm, through Mr. Geo. J. Johnson, of St. Paul. Mr. Bellis accepted the gift in the same spirit it was presented and responded in a brief and happy manner

DRAW BAR.

STOCKTON, CAL., Jan. 9, 1890.

EDITOR CONDUCTOR: In the CONDUCTOR of January 1st, Brother Norman Watkins concludes a well written article by declaring "that it is time the Order had a clearly defined standing and a formal and positive recognition."

Many will assert, and with good reason, that the Order has a clearly defined position in its constitution, that, properly carried out, is sufficient to give it standing, but many more are of the opinion that we should have some positive practical objects, calculated to be of certain benefit to individual members of the Order under proper conditions.

For instance, suppose for some good reason, family health, or anything similar, I believe it advisable for me to change entirely my locality. I resign from the road upon which I may be working they perhaps decline to give letters to employees under any circumstances. What is my position? No doubt every member of the Order will assist me to the extent of his power in obtaining employment, the Grand officers if applied to would render valuable assistance and probably ensure employment, but no matter what my experience or capabilities, I am a brakeman again and a brakeman only. If I get rapid promotion I get it while a brakeman and therefore stir up the ill-feelings of a number of men who feel that they have been injured by my promotion.

Supposing the engineer now pulling me is in exactly the same position and makes application to the same road at the same time. If there are vacancies and we get on the same run, he will be running the engine and I shall be braking behind him. The argument may be advanced that there would be more kicking if I got a train to start out with, but I must point out that the fireman would look upon the new engineer as a part of the reg-

ular condition of things and while he would not like it, he would find his consolation in looking forward to the time when he may be able to do the same thing. Then why should not the brakeman accept the same condition and be able to see it better for him to brake longer at first; and by so doing get his braking done with for good.

Why is it any more necessary, for a conductor to go braking than for an engineer to go firing. I respectfully submit that a thoroughly competent conductor is as fit to run a train on another road as is a thoroughly competent engineer to run an engine, and who would not rather go over a road a few trips with another man without pay and then take the position belonging to him rather than go on wages for an uncertain time as a brakeman.

If "once an Engineer always an Engineer," why not "once a Conductor always a Conductor."

Is there any strong reason why such a question as this should not be taken up by our Order. Could not good argument be brought to show the management of the different roads that our O. R. C. man of good character and wide experience must be of more value to them than a young man untried. There are other things in the same line upon which the Order might exert itself and no doubt meet with success without ever surrendering our non-strike clause, in fact it will prove a factor to bring such changes about.

Brother Watkins says there is a feeling that we all are in an attitude of humiliation. I think we must admit that we are to some extent in bad odor. I believe that it is undeserved on our part but that does not change the fact. It is an urgent necessity that we should establish a more satisfied feeling through our own ranks and reduce to a minimum the friction between ourselves and other orders.

I do not desire to pose as a kicker and would be one of the very last to change in the slightest degree the vital principles of our constitution, but I feel that there is a lack of harmony that needs attention. Neither do I believe in looking to the Grand officers to right every wrong, probably if the rank and file had worked as conscientiously to the extent of their power as our representatives have done, our Order would be a greater power for good, to-day.

My experience is that the members who rarely attend their divisions are in nearly every case the discontented ones, and are most given to criticism, but apart from them there is in every large organization a number who differ from the majority, and to term them all kickers and straight-way sit down upon them is not the best way out of a difficulty; the rights of the minority has become one of the regular phrases of legislative bodies.

That we shall have bitter enemies there is no doubt, for as one of our greatest historians says, the deserter or renegade ever seeks to calm his own conscience by a most violent and bitter hatred of the principles he used to profess. I do not make any pretensions of ability to straighten out any difficulties that may exist, and the objection will doubtless be raised that my screed is vague and disconnected, but if one of your readers will conclude that any difficulties we may have are caused by our own neglect, and that by attention to our duties, both in and out of the division room, and a decent respect for the general opinions of those who differ somewhat from us, we can get our Order where it belongs, then I am amply rewarded. Now that the CONDUCTOR finds its way into the hands of every member of the Order, and especially as the editors, both past and present, have always shown a willingness to publish any matter written within bounds, there seems to be no reason why any brother with an idea or a grievance, may not give it wide ventilation.

At a special meeting of El Capitan Division 115, called for December 21 by C. C. O'Neil, the following officers were elected for the year 1890:

C. C., G. S. Smith; A. C. C., H. W. Clarke; S. and T., J. E. Dillon; S. C., R. H. Plant; J. C., Albert Hood; I. S., A. M. Post; O. S., A. B. Murray; Delegate, W. V. Stafford; Alternate, W. J. Martin.

Yours in P. F.,
W. V. STAFFORD,
Division 115.

GRAFTON, West Va., Jan. 10, 1890.

Editor Conductor:

DEAR SIR: I find upon a careful perusal of the CONDUCTOR, that there is a part of the pages of each issue devoted to insurance, and being a member of the Mutual Benefit Department, I have taken the privilege of sending you this communication, if by chance it should find its way into the columns of the CONDUCTOR, I promise you it shall not make me vain, and if you should exercise your prerogative and consign it to the waste basket, I shall not be disappointed.

There are several things connected with our insurance that I would like to speak about, but I shall only mention a few of them at this time, and only those which I consider of vital importance to the insurance.

I have often wondered and asked the question why it was, that out of about fifteen thousand members of the Order of Railway Conductors, there are less than five thousand of that number that are members of the Mutual Benefit Department? This being the fact, is it not evidence of

there being something wrong? It certainly is, and we should search diligently until we find the trouble, and then use our best endeavors to remove the cause of that trouble.

In my humble opinion, one of the most serious causes of the lack of interest in the insurance that is manifested by members of the Order of Railway Conductors, and one which retards its progress, is the fact that insurance companies conducted upon the assessment plan, have never taken their places in the front rank of insurance companies, while some have been forced to go into insolvency, but I do not predict such an ending for ours, and as I have held a policy in more than one company of this kind, I will say that the Mutual Benefit Department of the Order of Railway Conductors, is the best one in which I have ever held a policy, and I candidly believe that if every member of the Order of Railway Conductors, who can pass a successful medical examination would become members of the insurance, it would do more to place it on a solid financial foundation and make it an assured success than anything yet tried. But as that is something that in all human probability will never be done, we shall have to cast about us for some other means to increase our membership.

One of the things most needful at the present time is a total revision of our insurance laws. There are in the laws that govern the insurance at the present time some inconsistencies that should not be allowed to exist. For instance, turn to Article 12, page 44, of the Constitution, and read it carefully, and you will find that the member who forwards his assessments to the Grand Secretary is held strictly responsible for their safe delivery, no matter if they are lost by accident, theft, or the carelessness of some one into whose hands they have been intrusted, although he has, so far as he can, complied with all the requirements of the laws, and forwarded his assessments in due time to reach the Grand Secretary, before the time for payment expires. This one article, to my own knowledge, has kept members of the Order out of the insurance. And again, there is Article 14, page 44, which Brother Dickson, in the CONDUCTOR of January 1st, has truly said, is a stumbling block, if nothing more, yet I do not define the article just as he does. I have always supposed, that when a member was disabled by reason of sickness from performing any labor, whereby he can maintain himself and family, that he was entitled to his benefits. If he cannot retain his position by reason of sickness, and that sickness is incurable, no matter if he can work a day or two now and then, that will not maintain himself and family, and he is certainly justly entitled to his

benefits; but as there are doubts about his getting them, let us have the doubts removed as speedily as possible, and let us have laws that will admit of no doubts as to their meaning, so that when the time shall come, that the member or his family may sorely need the benefits for which he has labored, their expectations shall not be cut off.

There was a set of laws, to govern the insurance, presented to the Grand Division at Denver last May, for consideration, which I think was acted upon without being duly considered; and which I think, if accepted, would have been much better than the ones now in force, for various reasons; but nevertheless, they were promptly rejected by that body, and this brings to our mind another thing that is not just to the members of the insurance and the one thing that I think was the cause of the said laws being rejected, and that is the privilege that is given to those in the Grand Division who are not members of the mutual benefit department of voting upon any and all questions that come before that body for consideration, which alone relate to the insurance department, and to discontinue this practice, I think, is nothing more than even-handed justice to all, although some may say that this would be placing an undue restriction upon the privileges of some members of the Grand Division. But I do not think it is, nor do I see upon what grounds a man could base the argument that he is being deprived of any just privilege when he is not allowed to take part in the enactment of laws to govern an institution in which he has no interest, and I think if this line of policy was carried out we would soon have such wholesome laws that our insurance would be placed upon a solid financial foundation, and become so inviting that the membership would in a short time increase to double the number of what it is at the present time. At any rate I do not think that if any or all of the suggestions that I have made if acted upon would be instrumental in decreasing the membership of the insurance and the fact is that something must be done if we would make our insurance an assured success, and check the growing evil that has become so prevalent among the Divisions, of sending out begging circulars for the benefit of the widows and orphans of members who have forfeited their membership in the insurance. Now brothers, I fully realize the fact that I am treading upon dangerous ground when I touch upon this subject, and I do not mean to criticise the actions of any Division in sending out such circulars, nor do I wish to be understood as being opposed to assisting these unfortunates in any honest or just way, but I do think that this practice is detrimental to the interest of the insurance, as it may encourage some to remain out of

the insurance with the expectation that his Division will provide for his family in this way when he shall be no more, and I have even heard it asserted (upon one occasion where it was shown that the benefits derived in this way were greater than if he had belonged to the insurance), that a man was just as well off, if not better, out of the insurance than he would be in it. Can it be possible that there is anyone who intends to try to obey the divine injunction by providing for the members of his household in this way. I hope there is not, but if there is let me tell you my brother that you are doing wrong, and you are showing by your daily actions that you expect others to do something for your family that you are not willing to do for them yourself.

Now brothers, I have not made these remarks with the intention of wounding the feelings of any one, and if I have said anything that is unjust or untrue, I beg pardon.

But if the cap that I have cut out fits anyone I hope he may be compelled to wear it until he takes out a policy in the Mutual Benefit Department.

And hoping that someone who is better qualified and more able to grapple with these subjects will ventilate his opinions through the columns of the CONDUCTOR. I remain yours,

Very truly in P. F.,

Z. C. MARTIN.

WEST FARNHAM, P. Q., Jan. 8th, 1890.

EDITOR RAILWAY CONDUCTOR: As I read letters in the CONDUCTOR written by brothers from here and there and everywhere, and as they tell about the visit received from some of the officers of the Grand Division, I think it seems too bad that Division No. 80 cannot be thus favored, and we need help so much. But as we are away out here in Canada, I suppose it would be madness to think we will ever see one of the Grand Officers here, so we will have to content ourselves with the thought that we are identified with a body of men that are climbing the ladder of fame, even if Division No. 80. is a little behind of itself.

I don't know as you have ever heard from us before, so I will give you a brief history of our division. West Farnham division, No. 80, was organized in 1886, with a very small membership, and we have struggled along until we have twenty-nine members in good standing and are receiving applications every month now. Although we do not say we are a No. 1 working division, yet I believe our members are as much interested in the work as any division of the Order.

Bro. Y. C. Gale, our Chief for the last three years, and who knows how to manage a division,

is about to take a vacation and will spend a few weeks in Florida. We wish him a pleasant trip.

Also our worthy secretary, J. P. Whitney, much credit is due to him, for the able manner in which he has collected our money and paid our debts.

Much more might be said of Division No. 80, if we knew enough to say it. If you have a space that is going to be left blank, chuck this in, if not, throw it in the waste basket.

Yours in P. F.,

S. H. VERNAL.

NOTE: This Division will be visited by A. G. C. C. Bro. Wilkins, on Feb. 9th.

PITTSBURG, Pa., Jan. 6th, 1890.

EDITOR RAILWAY CONDUCTOR: Another evidence so characteristic of the objects of the Order of Railway Conductors is the fact that Bro. John H. Ruse, of Division 114, was on Dec. 11, 1889, appointed trainmaster of the Pittsburg & Western Railroad, between Alleghany City, Pa., and Akron, Ohio, embracing a territory of over 100 miles. Bro. Ruse was formerly conductor on the W. & P. division, B. & O. R. R., but more recently General Yardmaster P. & W. R. R., with headquarters at Alleghany City, Pa. As trainmaster, his headquarters are at New Castle Jct, Pa.

Bro. Ruse is a staunch member of the Order, and all the brothers of Division 114, hail with delight the announcement of his promotion, and wish him unparalleled success in his new departure and upward career.

Division 114 boasts of having three members who now hold the position of trainmaster. Bro. Deitrick, with unprecedented success, having been for nearly two years past, trainmaster of the P. & L. E. and McK. & I. Railroads, and Bro. Dunsmore, recently being appointed trainmaster of the Alleghany Valley Railroad.

Yours in P. F.,

GEO. J. CHURCHILL,

Cor. Sec. Div. 114.

COLUMBIA, S. C., Jan. 8, 1890.

EDITOR RAILWAY CONDUCTOR: The members of Columbia Division No. 215 having honored me with the very high and lucrative position of correspondent, it behooves me, I suppose, to say something. Please take my first letter with no apologies. At an annual election for officers held on Dec. 8th ult, our mighty chief, Brother O. E.

Hughes was re-elected C. C., which is in itself a token of the very high appreciation of his past faithful services. He is our heavy weight, balances the scales at 300 lbs. In striking contrast to him, our devoted little Brother M. B. Green, was elected to the second place of honor. He kicks the beam at 98 lbs. He is brim full of enthusiasm for the Order and whenever called upon to wield the gavel, does so with becoming dignity. Our ever courteous, polite and efficient secretary and treasurer, Brother H. A. Williams, having honorably and faithfully discharged the exacting duties of that office for the year preceeding, has again been placed in charge of our finances. The following additional officers were elected: I. M. Moore, S. C.; I. W. Blanton, Jr. C.; J. C. Wilson, I. S.; E. S. Fekling, O. S. The Division stands well as to members, having a membership of 32. Our treasury is not over full, having had many a heavy drain upon it for charity. And that brings me to the subject of Insurance, upon which I too, must confess that I am a crank. I cannot see for the life of me, how any man can neglect such an important matter, and run the risk of having those dependent upon him thrown out upon cold charity, when such a thing can be so easily provided against. I fail to see any excuse for any man saying that he cannot afford to lay aside ten cents per day to insure his family against want. I do not grant that any member of our Order has the right to presume upon his membership to the extent of consigning to the tender charities of their brother members, a destitute family. None of us, I believe, would ever turn a deaf ear to the needy. But brother editor, charity begins at home and when the calls for help come so thick and fast, it is only natural for those of us who have availed ourselves of the very cheap rates of insurance offered by the Order to ask ourselves why others do not do likewise. I see that my esteemed friend and brother, S. C. Gilbert, of Palmetto Division No. 208, has started the discussion from this locality, and I hope it will be kept up until the next meeting of the Grand Division. I would go so far as to advocate compulsory insurance. I think every member (able bodied) who carries no insurance, should be required to take at least a \$500.00 risk upon his life.

I have made this letter longer than I intended, so if you think it necessary, please boil it down to the proper consistency and publish just so much of it as you see fit.

Yours in P. F.,

F. B. F.



WILKESBARRE, Pa., Jan. 8, 1890.

Mr. W. P. Daniels, Grand Sec. and Treas.

DEAR SIR AND BROTHER: Having been a member of the O. R. C., and the insurance since assessment No. 43, and when I received my assessment I sent it immediately, with a good heart, knowing that it was to be used to relieve three worthy brothers, or their families. If you wait, and say, Oh it is not due for sixty days, perhaps I will get another, then the brother will say, I think they are coming in pretty thick, and the consequence is that he thinks the best way is to drop out entirely. I have heard some brother say, if I should meet with an accident, my division will make a call on all divisions, and if 9,000 belong to the Order, each will contribute 50 cents. I or my family will get \$4,500, and if I belong to the insurance, all I can expect to get will be \$2,500. If any brother, when he joins the Order and takes out an insurance should meet with an accident, the next day, I will contribute my dollar just as willingly as I do to the member that belonged to it from the beginning, but not otherwise. Now in the January issue I see that some one claims he can get an insurance for \$7.00 a year, and take out two and get double, and so on. I wish that brother so and so, would send along a couple of those policies, I would quit railroading tomorrow and take the agency for that. I would make an independent fortune in one year. When a person gets so much for nothing, the consequence will be that you will get nothing in return. I think our insurance the best and cheapest in the world. Brother W. M. Dickson claims in the same issue that it requires a requisite number of medical men to vouch for you in case of sickness. The same law governs accidents, only in case of accident, if the person loses a leg or arm, any one can vouch for that, as the empty pant leg or arm sleeve will testify for itself, but sickness, for instance, consumption. Did you ever see a doctor that will tell the patient, you will not live only about six months or one year? As a general rule, the person does not want to know it. Now, how can such benefit be paid until the man dies? Of course if he would tell his doctor, now I want to know the

truth, can I get well, and the doctor would tell him, candidly no. I do not believe he would have any more trouble to collect his \$2,500 than in the accident case, and perhaps he then could embark in some light business, and live for five or ten years. There is where it would do double good, for it would prolong the brother's life. Now if you think this worth publishing, do so. I suppose the proper place for it is the waste basket, but I hope to see every member of the O. R. C. in the insurance during 1890.

Yours Truly in P. F.,

T. H. GARRITY.

ANDREWS, IND. Jan. 15th, 1890.

TO THE EDITOR OF THE RAILWAY CONDUCTOR:— Being "*one who is interested*" and a kind invitation being extended to "*those interested*" by yourself in article on page 45 of No. I, Volume VII, to advance their ideas and present any plans they may have in reference to our Mutual Benefit Department, I wish to present a few ideas I have, and also an analysis of mutual insurance companies in general. I labor under the disadvantage of not having access to a first-class library that I might give the subject a more exhaustive investigation, and be able to give more statistics, and a fuller analysis than I shall from the information at hand. The fact stares us in the face that our Benefit Department has not the support from the Order in general, that it ought to have, or that it is deserving of (?) neither do I believe that it is not open for improvement. When I ask those who are not members to give me a good, candid, considerate reason for their not being members, or those who have dropped their certificates, why they do not keep them up or what is the matter, whether the plan is wrong or whether the officials who have charge are at fault, what replies do I receive. One says "It costs too much," another, "What is the use. If I should be placed in a position to need the benefit my *division* would issue a circular and our Grand Chief through sympathy would endorse it officially, and I would receive as much as you would, (being placed in a similar position) and cites me to the Campbell case." And right

here I am led to this conclusion, that the Campbell case is the precedent established for the issuing of so many circulars for aid. I expect some brother will cite in reply to this, my action as a member of the Insurance Committee of the 19th annual session, in reference to the case of Bro. John Fitzgerald of Division 38, which case speaks for itself in our report; and the case of Bro. Dixon of Division 86, in which, like all human mortals my sympathy was for the widow and five orphans, who were left to the charities of a cold, cold world. This state of affairs will always continue to present itself to any brotherhood and I suggest the plan of throwing them upon the Order in general, where I think they of right belong, yet they will always hamper the Benefit Department. There are but few Divisions but what can afford (as a matter of good judgment and policy) to keep up the assessments for such a brother. We being an incorporated body, our Insurance Committee would place us in such a position in allowing a claim of this nature that we would open a fountain of continual litigation which would cost the department thousands of dollars, and be a cause for the loss of a large number of members in the department.

I know from a personal conversation with Bro. Durbin, a member of our Insurance Department, that such a case has been presented to the Committee while he was chairman, and that he fully realizing the purport refused the claim. I trust he will (while filling the arduous position of member of the Insurance Committee) always bear that case in mind while passing on the merits of each and every claim presented. Let every division look after the welfare of its individual membership in reference to keeping up their assessments and our circulars asking for aid will be reduced to a minimum, and this reason given will avail nothing. Now as to the cost of our insurance. Complaint is made in reference to the plan and also the contents of Brother Daniels' circular, dated November 1st, 1889, which gives a full statement of receipts and expenditures in reference to "expense of conducting the business" of the department. Going into the analysis of this circular it will be necessary to cite the actions of the Grand Division, which has mapped out the policy and plans, and devised the measures and means which shall rule in the government of the Department. I cannot help but feel that the recommendations made by Bro. Daniels at the 18th annual session should at this time be renewed, and meet with a careful consideration. He says: "Our Insurance Association needs additional legislation to place it on a permanent basis and remove it from that class of purely mutual associations which are liable to become crippled by a sudden

increase of the death rate to which we are subject at any time. Surely there is some happy medium between the extravagance of the old line life insurance, and the *short lived economy* of the purely mutual; which shall furnish us a *reliable* benefit at a *minimum* cost. Let it be our aim to find that middle ground and plant ourselves solidly there." (The italics are mine). The Grand Division concurred, but nothing was done with the subject by legislation. At the 19th annual session Bro. Wheaton's report on insurance develops this fact: "The time consumed in these cases and *in the insurance work generally* will amount to not less than *two months* if all are brought together, and this will continue to increase, etc." At this time the management of and examination of claims required the personal attention of the G. C. C., a great amount of which now falls upon the shoulders of our Insurance Committee. He also recommends that "the insurance department be made to pay its own expenses hereafter."

Our G. S. & T. in his report uses this language: "I earnestly request of all a careful consideration of the matter of a reserve fund, etc."

Our Committee on Insurance (consisting of Bros. Wheaton, Ingram and Sears), recommended a careful consideration of the surplus insurance plan recommended by Bro. Daniels at the 18th annual session." They also recommended "that an amount of not less than \$2,000 be devoted to the payment of the assistant in the office whose duty it will be to look after the affairs of this association." The Grand Division concurred in the recommendation that the Insurance Department be made to pay its own expense. The result of which we have Article XXVI. "The *Insurance Committee* shall order an expense assessment at any time upon application of the Grand Secretary showing that there is less than \$500.00 balance to the credit of the expense account."

At the 20th annual session in the reports of the Grand Secretary, he again recommends the reserve fund and bespeaks for it a careful consideration. Also in reference to expense of Department: "The expenses of the Department for the past year have been much larger proportionately than they will be hereafter, for the reason that all appliances had to be paid for from the first expense assessment. The proportion of cost to be paid by the Department on those articles that are used jointly by both the Order and the Department, as well as the *proportion of salaries* to be paid by it *was fixed* after careful consideration and conference with members of the *Executive Committee*, as well as with the G. C. C." The G. C. C. in his report admits taking part in such a conference, or at least was cognizant of it. At

this 20th annual session in the report of our Finance Committee (Evans, Esmay, Land, Willard and Hogan) I find the following report:

"We have examined the office fixtures and furniture and find them neat but do not think them too expensive, and would state that the cost was covered almost entirely by the \$1000 bonus from the city of Cedar Rapids."

At the 21st session, our G. C. C. reports the necessity of establishing a new department and the G. S. and T. endorses it and reiterates his former belief in a reserve fund. But the Grand Division again votes it down. I can draw but one conclusion, and that is, that it is the sense of the Order in general, as expressed by the voice of its delegates in Grand Division, that the Order wants a *purely mutual Association*. As to the fallacy of this class, I shall have more to say farther on.

A purely mutual association wants insurance at its actual cost and wants it too cheap, and right here is where the instability of such an association comes in. Are our officers managing our Insurance Department according to the ideas advanced by the Grand Division? I presume they think that they are, while from the circular I think they have received a different impression from what I have received. The circular gives as proportion of salaries \$3,500 for five months, or \$70 per month. A brother says: "Why Mr. Huntington of the Mutual Aid of Chicago gets but \$1,500 for a year."

At the 19th session we get the law for the insurance to pay its own expense. Our G. C. C. said the time consumed in the insurance work generally, amounted to not less than two months, and it must have increased to a great extent to make it necessary to pay \$3,500 salary for this work, and if it took but two month's time for a person to do the work, then I am sure our association did not increase to such an extent in membership as to consume five months. But I suppose our Grand Secretary will refer to the 20th annual session (page 195) and say his report to the Grand Division is "by proportion of salaries, furniture, etc., is \$3,500." Now, good Brother Secretary, your report to the Grand Division, 20th session and your circular are at variance in this report, basing this assertion on the presumption that "furn. etc.," in the report to the Grand Division, is what you in circular report as "furniture & fixtures," and place the amount in the circular at \$1,342.57.

I will now refer you back to the report of the Finance Committee of the 20th session and they report this "furniture & fixtures to be such as meet their approval," and state that the "cost was covered almost entirely by the \$1,000 bonus from the city of Cedar Rapids." If such be the case,

why charge it to the Insurance Department and place the \$1,000 to the credit of the Order and make the Insurance Department bear the burden of furnishing the means for what the Order in general gets the benefit of. In other words, we who are in the Insurance Department must bear a double burden in the support of the O. R. C.

On December 31st, 1887 (from the circular) there is a balance of \$8,72.13 and February 1st, 1888 we have an assessment. No. 109, which shows that it cost \$372.13 to run the Insurance Department for the month of January as the Insurance Committee could not order the assessment unless, according to Article XXVI there was less than \$500 balance.

Now we pay a salary of \$6863.06 from January 1st, '88 to October 1st, '89, 21 months, or \$326.81 per month. Now what impression did I receive as to this, to me too extravagant a disposition of the funds of the Department. At the 18th annual session our Insurance Committee (Wheaton, Ingram and Sears) reported that \$2000 be devoted to the payment of the assistant in the office whose duty it is to look after the affairs of the association. Now I have every reason to believe that this assistant (who I suppose is Bro. O. Saekett) does not receive one-half of this salary. But who shall we hold responsible? I can but quote the language of our G. S. and T., 20th session: "The proportion of salaries to be paid by it (the Department) was fixed after careful consideration and conference with members of the executive committee as well as with the G. C. C."

Now this, to me, extravagant use of funds of the Department has caused a distrust among certain members of our Insurance and hence a decrease in forfeitures, and a waiting for an explanation and a remedy before other certificates will be taken up. I hold a certificate that has never been forfeited, and as long as the Department pays \$2,500 and the cost per year does not exceed \$40.00, and a claim can be allowed on the grounds the law at present covers, I shall ever try to keep my record in the Department as clear as in the past. But I cannot candidly say to a Brother Conductor we have the *best* insurance (for what it purports) that there is. Like Bro. Daniels I candidly believe, from as thorough a consideration (as I have the means to investigate) that our whole plan is faulty simply because we have no "Reserve Portion" or as Bro. Daniels puts it, "Reserve Fund". Now that I have tried to point out what is the matter with our insurance it becomes me to offer some plan or idea that from my investigation and knowledge would be better than our present plan.

The following quotation from one of our best writers on insurance will give the members of the

Order a clear and concise statement and I believe as correct as one can wish, for practical purposes:

ACTUAL COST OF LIFE INSURANCE.

"Ignorance of the cost of life insurance pure and simple, doubtless leads many members of the co-operative associations to quit them, or give them a faint support. The real cost is the same in all societies or companies. The death rate is the same pretty nearly the world over. Take any number of thousands of persons and at any age, a definitely known number of them will die within the year. At the age of 25, the percentage is 7.71; at 30, 8.93, at 35, 8.51; at 40, 9.29, and so on, as shown by the table below, in the column "Insurance Portion." It needs no jugglery with figures to prove, that if 1,000 persons at age 30 agree to insure each other for \$1,000 they will have to pay \$8 each the first year. These sums will make \$8,000, and will pay \$1,000 each to the eight persons, who in the light of experience are bound to die at age 30. This estimate is based on all sorts of lives—healthy and unhealthy. In taking risks, however, the lives are selected with great care, and the actual mortality runs below these estimates. The experience of 30 American companies within the last thirty years shows, that at age 25 in 1,000 well-selected and medically examined persons, only 5.4 per cent. die; at age 30, 5.6 per cent.; at 35, 6 per cent. and at 40, 6.6 per cent. These percentages are carried out more elaborately in the fifth column of the table below, the dollars representing the percentages and the cents fractions.

THREE COMPONENT PARTS OF A PREMIUM.

The following table shows the three main funds into which the premium goes. The table supposes that the amount of the policy is \$1,000, on one of an average thousand of lives at the several ages named:

AGE.	Ordinary Premium.	Expense Portion.	Reserve Portion.	Insurance Portion as estimated.	Cost as Shown by Experience.	Straight Life.
25.....	\$19.89	\$5.68	\$6.50	\$7.71	\$5.36	\$15.42
30.....	22.70	6.49	8.17	8.04	5.62	16.18
35.....	26.38	7.54	10.32	8.52	5.98	18.99
40.....	31.30	8.95	13.07	9.28	6.58	21.04
45.....	37.97	10.85	16.38	10.54	7.42	23.85
50.....	47.18	13.48	20.74	12.96	10.05	27.73
55.....	59.91	17.12	25.40	17.39	13.70	33.07
60.....	77.63	22.18	30.60	24.85	19.70	40.50

The first column, headed "Ordinary Premium," is the premium paid for what is called mutual insurance—where dividends are returned to the insurant. The next three columns are its component parts. Columns 4 and 5, show the difference in the cost of insurance as estimated on the mortality tables and the actual experience—or what it would

be on ordinary lives, and what it really is on selected lives. This difference is a source of large profit, and goes to pay the dividends to policyholders or swell the surplus. The premiums of "stock," or pure insurance go into the same funds, but the expense and insurance portions are smaller. The premiums charged for this form of insurance are shown in the last column—denominated "Straight Life."

The "Reserve Portion" of the premium is the sum every "old line" company is required by law to keep on hand to meet maturing policies. Invested at 4 per cent., the premiums with their accretions will make the amount insured if the policy runs to the end of the expectancy. The aggregate of this reserve fund constitutes the assets of the company. Co-operative insurance has nothing to do with this feature of "old line" insurance, however. It deals with the expense portion—shown in column 2—which indicates not only the cost of carrying the policy, but the expense of loaning the money placed in the reserve and banking funds and with the insurance portion.

CO-OPERATIVE INSURANCE IS CHEAP.

If an applicant simply wants indemnity for loss by death—such an indemnity, as he seeks against fire—the co-operative societies offer it. If he wants to lay aside something—invest his surplus earnings in a savings institution and at the same time insure his life—the "old line" companies present this form of investment in what is called ordinary life insurance. If this latter person were to insure his life in a co-operative society and at the same time make stipulated annual deposits in a regular savings bank, the general result would be practically the same.

Presuming that a plain indemnity with no banking side issue is desired, the applicant can find in any well-managed insurance society a temporary insurance at cost or less. It is "temporary," because no association in this country has become a permanent institution, nor will until the present mania for organizing new societies has passed."

Now from the information derived, I wish our Jurisprudence Committee at the next annual session, together with the Insurance Committee, to present a plan which will give us the "HAPPY MEDIUM" and a RELIABLE BENEFIT at a MINIMUM cost. The reason I do not give mine is, that the mode of collecting an assessment would not meet Brother Grand Secretary's support, as he will not be responsible for monies handled by others.

Yours in P. F.,

ALBERT H. CUTTER.

[As soon as space can be spared some facts in regard to which Bro. Cutter is misinformed will be given.—EDITOR.]

CINCINNATI, O., Jan. 9, 1890.

Editor Conductor:

DEAR SIR: Allow me space in the monthly for a few remarks. I saw some articles in the CONDUCTOR in regard to insurance and quite a number of other matters of importance; some brothers and yourself wanting to know why there is not a larger amount of the brothers insuring. All I have to say is very short; that is, stop this begging letter, and then your insurance will increase, and not until you do so. It is rather hard on brothers who insure and keep up their insurance, to have to pay for others who have the same chance and would rather spend a few dollars in some bar room, than provide for their wife and little ones at home, depending on charity for them, when the brother could have made them happy by carrying a policy in the O. R. C. For my part, I am going to vote against giving to these letters every time they come up in my Division, just because I keep a policy in the O. R. C. and also in other companies, and I do not intend to pay my own insurance, which amounts to seventy-five dollars a year, and then take the money from my family and give it to a brother who has had the same chance I have and did not improve it. I think if this plan is carried out it will bring up the number in the insurance. If not, it will decrease the number, for I heard a brother say if this begging letter was continued he would draw out and depend on charity; he would receive more that way than to carry a policy. If a brother is not eligible to become a member of the insurance, I would insure him anyhow, and let his Division pay his assessments. I should rather pay it in the way of insurance than to have a begging letter sent out, and the brother or his family would receive the money with better feeling, knowing they were not getting it through charity or begging for it, but getting what was justly their own.

I do not think I am a chronic kicker, but here I come again this time. It is concerning the what-is-it supposed to be the organ of the O. R. C., THE CONDUCTOR, as I see by, my CONDUCTOR of Dec. 15, that beginning with the new year, the subscription will be two dollars. My understanding is, that this book and amount paid for publishing it, was an act of the Grand Division, and do not know where Brother Editor gets authority to make it two dollars, as my understanding is that these laws are made by the Grand Division, and must stand until amended by the Grand Division. I also think it is asking too much and some subordinate Divisions cannot stand it. Look at it yourself, and I hope other brothers will see it the same as I do. This amount makes each member pay grand dues, three dollars a year, local dues five dollars a year, and a brother who is in-

sured, thirty-six dollars per year, making a total of forty-four dollars for one year, which is too much money, when we take into consideration other things, when some of our brothers are only paid two dollars and fifty cents per day for running trains, and perhaps, some less. I take it this way: If a brother cannot subscribe for THE MONTHLY, he cannot pay an extra assessment, and some Divisions will have to make one. My Division consists of 52 members. We had to pay one hundred and four dollars grand dues, then add fifty-two dollars more to that and see what it will amount to. Our local dues are four dollars and when we have to pay three dollars out it will leave us one dollar to the member to meet other expenses.

I hope this law will be repealed next May when the Grand Division meets. I shall do my part to repeal it, as I think it is an imposition on the members of the Order. If you think this worthy you can insert in THE CONDUCTOR, which I hope to see

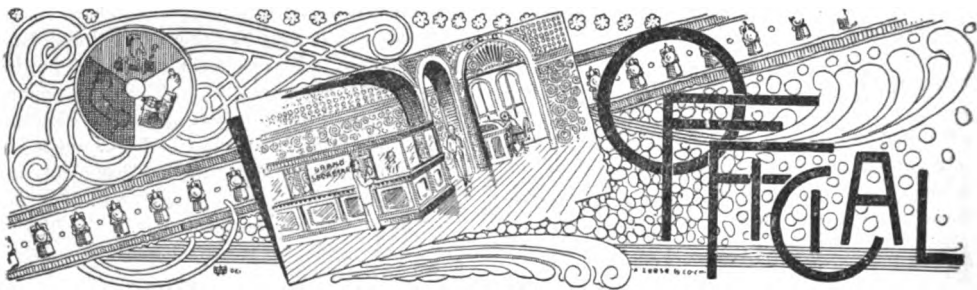
J. J.

If the author of the above article had read THE CONDUCTOR before writing it, he would have discovered that he did not "have any kick coming," or else he would have been compelled to find something else to kick about. THE CONDUCTOR has stated several times that by the action of the last Grand Division, THE CONDUCTOR is sent FREE to every member of the Order whose address can be procured, and that the price of \$2.00 per annum is only to subscribers who are not members of the Order. The Grand Division did not fix the price of THE CONDUCTOR at all.—EDITOR.

The American Railway from the press of Chas. Scribner's Sons is a book that should be in the hands of every employe in the train service in the United States. It is a large handsomely bound quarto of 460 pages and within its covers, the brakeman, fireman, engineer, conductor and all other railway employes will find their daily duties described in an attractive and interesting manner. The engravings number over two hundred, of which about thirty are full-page, and have involved an expense of nearly \$15,000. The names of some of the artists will indicate how rich the book is on its artistic side: among them are: A. B. Frost, Walter Shirlaw, J. D. Woodward, J. H. Twachtman, Robert Blum, Francis C. Jones, Charles Broughton, M. J. Burns, D. C. Beard, Herbert Denman, V. Perard, W. C. Fitler, and many others. A feature is the series of maps graphically showing the railway development in the United States from 1830 to the present day. Valuable statistics have been specially arranged, with simple diagrams, showing at a glance many phases of railway changes, the development of systems, rates, expenses, receipts, etc., etc.

For the first time there is presented in this book an adequate account of the American Railway, an industry representing over nine thousand million dollars in its one hundred and fifty thousand miles of road. The above enumeration of the subjects which are treated in the volume is sufficient to show its value and importance, and in preparing it nothing has been left undone which might add to the lasting value and interest of the work.

We shall, by permission of the publishers, present some extracts from this book hereafter.



HOUSTON, Texas, Jan. 15, 1889.

DEAR BROTHER EDITOR: Since writing you I spent Christmas and New Years at home, and left there on the 3d of January to visit divisions as arranged in program, given in the G. C. C.'s January circular. There having been called a meeting of the executive committee for the 6th, and my presence being desired by them, my engagements with Divisions 11, 179, and 245, were canceled. I went to Cedar Rapids and attended the meeting of the executive committee, after which I took up my engagements, beginning with 165, at Fort Scott. We had a very pleasant meeting with the brothers here, where I met several whom I had met before and enjoyed my visit with them. In the matter of attendance at meetings and interest in the work of the Order the improvement in this division is marked. Their numerical strength and situation being taken into consideration, they are second to none. Taking the M., K. & T. from Ft. Scott, I arrived at Parsons, where I was met by Brothers Brown and Green, and where I had a very pleasant visit with the brothers of 161, and a very well attended meeting was held. Bro. Maxwell, the C. C., of this division, was on the sick list, but he came just the same. Brothers of 161, you can not too highly appreciate the good qualities of your C. C., and I hope he may always receive the support and encouragement he so well deserves. Again taking the M., K. & T. in charge of Bro. Cannon, I left for Denison, "The Gate City," of Texas. Arriving there, I was met by brothers Knowlton and (can't think of it.) After dinner we repaired to their hall and a largely attended and very interesting meeting was held, matters of importance to all were discussed at length. Some brothers were instructed in the new work and the third degree was fully exemplified. The meeting continued till supper time and after supper another meeting was held, which was also largely attended. The next day was very pleasantly spent by me, I being entertained by Brother Knowlton and other brothers and sisters of 53. I found some of the sisters quite well posted, but a little behind the times, as they have not the new work. If they will only come to Rochester and get the "Oh! My!" they will be all right. From Denison to Fort Worth, via M. K. & T., in charge of Bro. Case, and met by Bros. Tobin and Eaves. We held a rather informal meeting, as the business of the road was such that not many of the members were in. The membership of this division is more widely scattered than most of our divisions, still their meetings are generally well attended. After supper, with Bro. Tobin, I again took the Katy for San Antonio, the beautiful city of historic interest. I was met at

the depot by Bros. Jones and Betters and escorted to the hall where the entire afternoon was spent in the meeting, and where many questions were discussed. Division 76 is evidently a very stable, well posted and efficiently officered division. In the early evening I was taken by Bro Humbel for a drive to places of interest about the city.

We visited "The Alamo" where Travis, Crockett, and Bowie fell; the West End, the Springs and the Military post. After supper I was taken in tow by Brothers Betters, Eddy, Humbel and candidate Favier, and highly entertained by being shown various points and places of interest too numerous to mention. San Antonio is certainly a beautiful city, inhabited by a hospitable people. From San Antonio to Houston, via S. P. with sociable Brother Veahy, arriving at Houston at 5:30, I was met by Brothers Archer and Johnson. Meeting having been arranged for that same evening we spent the evening in Division room in a very pleasant discussion of matters in general. The next day in company with Brother Mulvey, Supt. So. Pac., Brothers Johnson and Vosburgh, and Mr. I. L. Skinner, foreman of engines on So. Pac., I looked the town over and spent several hours very pleasantly and profitably, looking through the shops, store-houses and foundry of the So. Pac. Co. This plant is very extensive and one of the most thoroughly equipped and best supplied I have ever seen. Brother Mulvey and Mr. Skinner furnished me an afternoon of unalloyed pleasure. Houston is a fine city, inhabited by princes. From Houston to Palestine, where I will meet with 77 and of which I will write you later. Our Order is strong in Texas and it is my opinion that in no place will be found the principles of Perpetual Friendship and brotherly love exemplified to a greater degree than in the Lone Star state.

While coming over the Union Pacific I had the pleasure of a chat with Brother W. L. Ryder, lately promoted to the Superintendency of the Wyoming division. Brother Ryder has worked his way to his present position, having been employed by this company for many years as a conductor. He has a host of friends and all hope to see him climb higher still.

The weather down here is spring-like. I saw roses in bloom in the yard of the master mechanics' office at Houston yesterday. There has been much rain and in many places the grass is growing as if it were April. My program is pretty fast but I will find time somewhere to write you of the balance of the trip when it is completed.

Truly yours in P. F.,

E. E. CLARK.

No Editorial this issue. You are to be congratulated. No room.

On page 74 of the January 15th number of the magazine, appears the name of W. C. Tulls. It should have been W. P. Tubbs.

By mistake there was no credit given to the very nice article entitled "Plymouth Rock," in the last number of the CONDUCTOR. It should have been credited to W. S. S.

Brother T. H. Earnest, member of Kaw Valley Division 55, Kansas City, has been elected Registrar of Deeds of Montgomery County, Kansas. Success to you.

Brother John Rylands, of New Haven Division 201, has been appointed Chief of Police of the city of Bridgeport, Conn., and entered on the discharge of his duties January 1st.

The cut of the brother of whom mention was made in our last issue has not reached us as we anticipated, but we are in hopes of receiving it in time for the February 15th issue.

Worcester Division No. 237, will please accept our thanks for the receipt of a beautiful invitation to their First Annual Assembly, to be held at Horticultural hall, Friday evening, Jan. 24th, 1890.

Accept my congratulations on the improved appearance of the CONDUCTOR, both inside and out. If I had known that an article from my pen would have made such a difference, should have written before.—C. D. Rossiter.

We are pained to record the death of Brother Hy Shew, of Division 40, St. Paul, Minnesota. He had been in Denver for the last six months, hoping that the climate there might afford him some relief, but that fatal complaint, consumption, had gained too firm a hold, and on Saturday, January 11, he passed away. His remains were taken to Baltimore by the Brothers of No. 40.

After, years of pain and suffering he has passed away, to join the ones who have gone before.

We are requested to state, by a member of the Order, that the price of all division cards is one dollar; said cards to be obtained of the Grand Secretary through your Division Secretary; the price of said card accompanying each request.

Please allow me to congratulate you on the very attractive appearance and make-up of your paper, and to assure you that your so kindly sending it to us is duly appreciated. Many thanks.—W. G. Chamberlin, Sec'y U. P. R. Dept., Y. M. C. A.

In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

Any member of the Order who knows the whereabouts of Brother John P. Dillon, who has been a conductor for years on the M. P. R. & Iron Mountain R. R., will please forward any information they may have to the Editor of the RAILWAY CONDUCTOR as soon as possible.

From the Geneva, N. Y. Gazette, and the News Item of the same village, we read of the death and funeral of Mr. Seth Wheaton, brother of our Grand Chief Conductor; each item speaks very pleasantly of his love and respect for his parents and the loss the community has sustained by his death.

"I must compliment you and congratulate the Order on the immense improvement of "THE RAILWAY CONDUCTOR," as shown in the issue for January 1st. This will almost entirely stop the criticisms that have been so freely expressed in that direction. Let the good work go on. Success to you, "so say we, all of us," in Division 204.—E. F. McVeigh

The headquarters have been visited during the month of January by the members of the Executive Committee, Brothers Cross, Evans and Clancy; also, by two members of the Finance Committee, Brother Silvernail, of 44, Denver, Colo., and Brother J. McKain, of Division 182, Jackson, Michigan.

**

Perhaps one of the prettiest souvenirs we have received, is the invitation to attend the first Grand Reception and Ball, at Bundy Hall, Friday evening, January 24th, of Elmira Division No. 9, Order of Railway Conductors. We thank you all, gentlemen, for your kindly remembrance, and hope for you a royal good time.

**

Lost, strayed or stolen: one man answering to the name of R. C. Anderson, last heard of in Topeka, Kansas; and another, J. L. Briggs, last heard of in Chicago, Ill. No reward, but any information regarding one or both will be thankfully received by George Elmer, Secretary 117, No. 705 Jewett Place, Minneapolis.

**

We were pleased to see Brother Lund, of the C., M. & St. P., step into the office a few days ago. He is always a welcome visitor. A pleasant gentleman, willing to live and let live, more disposed to be hopeful than disconsolate, a first-class railroad man, and the most essential quality that any one can possess, respected by himself.

**

Frank M. Layton, a conductor on the Alabama Great Southern, was knocked from the top of his train January 3d, by a water tank spout and instantly killed. Brother Layton was a member of 148, a good conductor and much thought of by officers and men. He leaves a young wife to whom he had only been married three months. NO INSURANCE.

**

Brother Charley Weston, Trainmaster B., C. R. & N., at West Liberty, called in to pay his assessment the other day. He shakes hands all around, says "good morning" to each one, pays his \$3.00, asks how you are, says "good day," and walks down the stairs and is off about his business. Yet we would miss him very much if he failed to do this much, for he is always a welcome visitor, and in all places a genial gentleman.

**

We are pleased to hear of the promotion of Brother W. L. Ryder, of Division 209, Pocatello, Idaho, to the Superintendency of the main line of the Union Pacific from Cheyenne to Ogden, including the Park City branch. We also learn from our informant, (who is perfectly reliable) that Brother Ryder has steadily worked his way up in

the employ of this company to the position of conductor, train master, then superintendent, and lastly, to his present position, by a system of constant attention to business. We congratulate the brother, the officers of this railway and the employes under him. "Go thou and do likewise."

**

From a letter received by the Grand Secretary, we learn that one of our brothers, Mr. F. P. Devoe, growing tired of treading this weary journey of life all alone, betook himself, on the last day of the new year to Ft. Worth, Texas, and was there married to a very estimable young lady. He is the first brother that we have had notice of that has turned over a new leaf, and resolved to commence the new year aright. Success to you Brother Devoe, may you live and prosper, and—and—and may you never have the Grippe.

**

James Stephen Sarvis, once a conductor on the "Pan-Handle," afterward moved west and for a while lived in Ellis on the Union Pacific; since then no word has been received of him or his family, with the exception of a letter from his wife stating that their next address would be Antonito, Colorado. Several letters have been written to them there but no reply. If any brother of the Order knows or can learn of the gentlemen's whereabouts they will confer a great favor by informing his brother Benj. J. Sarvis, Listowel, Ont.

**

Rochester Division, No. 8, has appointed the following Committee of Arrangements for the reception and entertainment of the delegates to the 22d annual session of the Grand Division.

J. O. Spelman, Chairman; J. D. Shults, Sec'y.; D. E. Phillips; Treas.; A. H. Smith, P. F. Keefe, Orange Sackett, G. H. Brown, Wm. Wadsworth, T. H. Kirk, G. T. Parsons, S. W. Kimberly. Headquarters: Livingston House. All communications should be addressed to Brother J. D. Shults, care Livingston House, Rochester, N. Y.

**

"At a regular meeting of the Commercial Travellers' Association of Peoria, Ill., held on Saturday evening, January 4th, 1890, it was unanimously resolved:

"That a vote of thanks be extended to Mr. E. H. Belknap, for his very kind remembrance in sending us a copy of the "RAILWAY CONDUCTOR," and that we wish him unbounded success in his new enterprise, and that the secretary be instructed to transmit to him a copy of this resolution."

Which I now do under the seal of the Association.

Yours fraternally,

J. D. SOULES, Sec'y.

The *St. Nicholas* for February, opens with an illustrated history of the great storm at Samoa, which is intensely interesting. Space forbids an extended mention, but this last number sustains fully, the enviable reputation of this publication.

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Members of the benefit department, please note that notice of assessments Nos. 181, 182, and 183, is issued Feb. 1st. If not received please notify me promptly or remit and with your remittance note that you did not get the notice, and give your correct post office address.

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Members of the Benefit Department should have one of the receipt files for preserving their receipts. Price is only 25 cents, or one will be sent free to any member of the Benefit Department who sends one new subscriber to THE CONDUCTOR at the regular price, \$2.00.

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Queen City Division No. 60, desires information regarding the whereabouts of W. R. Kilpatrick and J. A. Campbell. Anyone knowing the whereabouts of either of these brothers will please correspond with brother B. F. Blythe, secretary and treasurer of Division No. 60, Sedalia, Mo.

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The grand secretary has just received a draft for \$104,000 as the commission on the sale of the C. B. & I. F. cigar for the first three months. If members who smoke would use this cigar and recommend it to their friends who are smokers, we would soon have a large revenue from this source.

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Brother Cornelius, of Division 58, gave us all a call the other day, he looks hale and hearty. He has been resting for a few weeks but anticipates being in active service in a few days. He is a good member of the Order and a good brother, with the excellent additional accomplishment, a thorough gentleman.

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The reader of THE CONDUCTOR who fails to read Scribner, for February, misses a treat, and our advice is, economize a little somewhere and take Scribner. It will be worth many times its cost to you. In this connection, note that we furnish all the popular publications to readers of THE CONDUCTOR, at a reduced rate.

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Hereafter notices of assessment will not be published in THE CONDUCTOR in full, but a notice that assessments have been issued, will appear in the Mentions. Notice of assessments Nos. 178, 179 and 180 was issued Jan. 1st. Members of the Benefit department please take note and if not received, notify the Grand Secretary.

And here comes a record of fast runs on the Wabash: From Randolph to Moberly, 122 miles, in four hours, including a four mile run of 55 feet grade to the mile. The same train on the east side of the river, 312 miles, ten hours and thirty minutes, and recently the run has been made from Randolph to Moberly, 122 miles, with fifteen cars, in three hours and forty-two minutes. We are waiting patiently for the next.

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Finding myself unable to give the necessary attention to it, I wish to get out of the typewriter business, and to close out the stock on hand, I will send any member or division a Merritt Typewriter for \$12.00. The regular price is \$15.00, and the Merritt is without exception the best and speediest cheap machine made. It has 78 letters and characters, capitals and small letters, and it can be used in the caboose of a freight train as well as anywhere. W. P. Daniels.

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Brother Frank Barber, member of 58, and yardmaster of the B., C. R. & N. at this place, dropped in for a few moments only, last Sunday. He came in to inquire if we had had the "Grippe," as he has been gripping with it for a few days, and he felt an interest in knowing that all the brothers had received it. We had been the recipient of these favors so he did not insist on shaking hands, but he stated as he started out that he must see to it that everyone had it before it got away entirely.

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"Judas Exposed or the Spotter Nuisance," published by the Utility Book & Novelty Co., Chicago, is on our table and the best that can be said for it, is that it contains a little information that may be new to the general public, deftly hidden in a wilderness of words. There is nothing new to the conductor who has been in the passenger service, and in our opinion the author will do well to try some other vocation and abandon book writing. (The editor can make an easier or harsher criticism if he chooses.)

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We are pained to hear of the serious illness of Mrs. Wheaton, wife of the Grand Chief Conductor. Sometime ago she was stricken down with the malady that takes its victims just as it comes to them, (La Grippe) and partially recovering she was again prostrated and even the third time, and by our latest advices is slowly improving. All will join us in hoping that she will speedily recover from this oftentimes fatal malady. It would seem that once was enough for this traveler to pay his visits to the same one, but he is the judge and the jury.

"The Little Gold Mine" is the title of a little book of 600 pages, published by Laird & Lee, 203 Jackson St., Chicago, and the title is not a misnomer for there is scarcely anything that can be thought of in the every day business of life, in regard to which some information is not given in this little book. It tells just how to do just what you want to do, no matter what it is, from running a locomotive to mending a tin pan; from building a house to making a bird cage; in fact it is just what it claims to be and is worth many times its cost, which is 50 cents and \$1, according to binding.

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Brother F. W. Witherbee, Chief Conductor of Division 26, Toledo, O., was instantly killed near Cincinnati, O., on the night of Jan. 17th, while in the discharge of his duty. Brother Witherbee held certificate No. 1634 in the mutual benefit department of the Order of Railway Conductors, and was also insured in the Railway Officials' & Conductors' Accident Association, of Indianapolis, for \$2,000; their secretary, Mr. W. K. Bellis, mailed the sum of \$250, to his widow the next day after his death, for a funeral benefit, and \$1,750 was sent to Sup't. Neilson, of the C. H. & D., to be delivered to her in person.

**

From recent dispatches we learn that the Pennsylvania Railroad company, in order to provide further for the convenience and welfare of their passengers, have decided to place upon their limited express trains a stenographer and typewriter, to accommodate the business men who are the patrons of this road. By this means any business or professional man can attend to his correspondence while on his journey; a compartment will be fitted up on each train for this particular business, and all letters mailed as they are written. This novel arrangement will go into effect February 1st.

**

Brother Frank Butler, of Sioux City paid us a visit a few days ago. He reports that Brother Millard, who has been laid up with rheumatism is able to be out although not entirely recovered. Frank has great and abiding faith in the future prosperity of this city of Electric Railways and electric imaginations, feeling fully assured that its advantages for a rapid and lasting growth are far in advance of any other Iowa city. As Secretary of the Board of Directors of the Sioux City & Northwestern Railway he has opportunities of forming a very rational opinion of the probable growth of this live town.

**

Only one month more of winter and that a short one; the sleigh-bells have been mererily singing as they jingled past our door for a week or so; the

young people have had lots of fun and the old people have been pleased in seeing them enjoy themselves. But the pleasure has all been a stranger to many who live farther south, and in place of sleigh bells and snow birds the songs of the robins and blue birds have still continued, and it has been summer or autumn all the year round. First we know spring will be here; all will be glad to welcome it, but many will enquire "where has the winter gone, we have not seen it, and autumn has continued until the arrival of spring.

**

A learned gentlemen (we suppose,) not a member of the Order, undoubtedly imagining that we are in need of some interesting and instructive matter for the pages of the RAILWAY CONDUCTOR, has written us a three page letter, tendering us his services in the shape of a twenty-five page communication on the subject of strikes, saying that if we desired, it could be divided into three discourses. We must be gentlemanly enough to answer this letter, and will say that we are not engaged in the strike business, neither in the 1st, 2d or 3d edition traffic. Had it been of reasonable length, we might feel at liberty to give it space, but there are very many worthy members of the Order who are very kindly disposed to favor us with communications of at least reasonable length, and we must certainly ask to be excused from the edition business.

**

We wish to call the attention of our readers to the new advertisements that appear in this number of THE CONDUCTOR, and we believe you cannot do better than to patronize those who patronize THE CONDUCTOR. We wish especially to mention the R. O. & C. Accident association; the M. C. Lilly & Co.; the Dueber Watch Case Co.; Wathier & Co.; Giles Bros.; Townsend, Wathier & Co.; the Brazilian Specific Co., and to our lady readers, note the advantages offered by Jordan, Marsh & Co. The above are all reliable and trustworthy, and THE CONDUCTOR has no hesitation in recommending them. Bro. H. H. Moran, of Division No. 159, represents the Brazilian Specific Co., and while we know nothing as to the merits of the Specific itself, we do know that Brother Moran is thoroughly reliable and that whatever he says can be depended upon.

**

"I desire to congratulate the management of the "CONDUCTOR" since its new departure; it has been very gratifying to me, inasmuch as I was a strong advocate of the semi-monthly plan. The New Year number is perfect, and I feel as though the Order had something of which to be proud. I will promise, for one, to do what I can to enlarge

its circulation and make it the best labor organ published in the world. There is much that I would like to write about, but this is not intended for publication, just a fraternal letter to you because I feel that you are to be congratulated upon the grand success attained in so short a time. I agree with Brother Daniels in the necessity of amending our constitution so that we can elect officers to correspond with a bi-ennial system of meeting of the Grand Division. I expect to attend this year as I was elected delegate. I will write a short article on our insurance soon for the CONDUCTOR.—*A. L. Carey.*

We gave a brief description in a late number of THE CONDUCTOR, of a Railway Speed Manual and Wages Computing Tables, published by Craig & Randle, 533 Market St., San Francisco, Cal. Since that time we are under obligations to the publishers for a copy of the book and wish to repeat what we then said in its favor. It is an extremely convenient book for all connected with train service or for any one that has anything to do with wages. With this book an employe can at a glance satisfy himself whether his wages have been correctly computed or not and a conductor or engineer can tell at a glance, just how many minutes are required to run any distance at a given rate of speed. Mr. Craig is a member of the Order and an old train man, and Mr. Randle is an experienced office man and has been for some time past in the general office of a leading railway. The price of the book is \$2.00. For further information write the publishers.

A few days ago there came to this office the notice of the death of a respected member of the Order, and in addition the statement that this brother was cut down while seemingly enjoying perfect health. This, to us was sad news; but the saddest information of all is yet untold. This brother leaves a wife and four little children; he had no insurance of any kind and we fear that his wife and children are left almost destitute. Only a day or two later comes the announcement that brother so-and-so was killed yesterday morning; he held policy No. — in the Mutual Benefit department of the Order of Railway Conductors, also \$2,000 in the Accident Insurance of Indianapolis, \$4,500 in all. Brothers we have no comments to make. Is there any difference in the sadness of these two cases? Think over the condition considerably and calmly, not only for a few moments but constantly until you have done your whole duty in this matter. Then the question will be solved; until then it never will be, to your satisfaction.

We are pained to hear of the sad misfortune that has befallen Brother D. C. Keyes, member of Galesburg Division No. 83, from Galva to Keithsburg. As his train was approaching Aledo he was standing by the side door of his car, and was caught by the coal chutes, knocked out of the car, sustaining a compound fracture of one collar bone, the breaking of the other, and badly bruised about the head and body; he has been insensible ever since; his life was despaired of but his physicians are now in hopes that he may recover. Galesburg Division No. 83 and the Masonic fraternity, of which he is an honored member, are doing all in their power to aid in restoring him to health, while his devoted wife and mother are with him constantly. Brother Keyes is one of nature's noblemen, if such there be; a perfect pattern of the physical man, an honor to any profession or any society. We earnestly hope that he may again be restored to health, while the sympathy of friends, neighbors and brothers will feelingly be extended to him and his family.

A few days ago the birds were singing their hallelujahs as happy as they could be, although it was the middle of winter, the ice men were about to faint away because there would be no glimmering sheen of the lemonade cooler growing on the waters of the Cedar River; the young people were singing a doleful melody because there was no "beautiful snow," to allow the young man and his all-in-all to speed up and down First Avenue to the music of the bells and the belles of Cedar Rapids—but to-day has changed the scene—the ice-men are happy, the Cedar is "frizzed," the lover and the loved can sit as close together as they desire in the cutter that glides over the beaten track of the road that carries them over the happiest part of life's journey, and there is no more wail because December is as pleasant as May, while the thermometer carries from 4 to 16 below zero, and business is better and everybody is correspondingly happy, all on account of a little snow and a little cold weather.

The January number of the RAILWAY CONDUCTOR is before us, and a neater or more attractive magazine lies on no reviewer's table. Messrs. Dawley & Metcalf, the printers who have the contract for printing the magazine, are creditably reflected in every well printed page. No other house in town could have produced such an attractive piece of book making. The type is new, the make up perfect, and every mechanical detail executed with exact fidelity to the true traditions of the art. The contents of the magazine are such as to inevitably attract a wide circle of read-

ers who are intelligently alive to the interests of their profession. Under the management of Mr. W. P. Daniels, the publication has reached a high degree of efficiency. Its increasing circulation and the high esteem in which it is held by its readers are the natural results of the conscientious work which has been put upon the periodical, and after looking over the number we cannot well understand how any member of the profession dare do without it.—*Cedar Rapids Gazette, Jan. 6.*

On Tuesday, January 21st, we received or rather the G. C. C., received a visit from Brother William Bennett, a member of No. 9, and a conductor on the D., L. & W., between Elmira and Buffalo; he was on his way to Rochester, Minnesota, his friends say, for the purpose of having some valuable property that he is liable to fall heir to, transferred to his name. We may not be very correctly informed of the nature of this land-slide, but from some remarks carelessly dropped in our hearing, we infer that it is the same old story, "a lady in the case." We shall probably hear in a short time, as it is the season of the year for invitations, and the brother will surely not be so ungentlemanly as to forget us in a matter of so much importance to both. We tried in every way that seemed practicable, to ascertain the name of the Rochester lady, without seeming too inquisitive, but it was of no avail, so we will have to worry on in ignorance until a later day; when perhaps we may be asked to notice something like the following: "On such a day, at such a place, Mr. William Bennett and Miss So-and-so. No cards." We still believe it would have been better for the brother to have told us all about it, but everyone has their own thoughts.

"It is a long road that has no turning," is an old and trite saying. We can remember when the average railway employe was looked upon by the average inhabitant in other avocations, as a being a little below par in the scale of humanity and common decency. The average inhabitant, we find upon close investigation, has changed but very little; on the other hand we notice that the average railway employe has won the confidence and respect of those who are engaged in other lines of business, and it may be worth the while for everyone to give this matter a little attention and ascertain for their own benefit what has produced this very happy result. Has every employe in the railway service produced this better moral, social and business method by his own personal exertions? or is it true that the influences which have been thrown around his pathway have done much to produce, or at least to bring about this result? It is

probable that one answer to this all-important question would be that railway companies require a more perfect service than they did twenty-five years ago. While this is true, let us ask one important question: Which has done the most in your individual case to bring about the reformation, the officers of the system by which you have been employed, or the associates with whom you have been connected, that have endeavored to lend their influence to your benefit, and for your advancement in every way as a first-class railway man. We have neither time nor space at present to answer these suggestive points, but we do honestly believe that they are worthy of the careful thought and consideration of every railway conductor.

We are sitting in the sanctum on a pleasant winter day. Busily writing at our desk in our usual accustomed way. When a knock was faintly given and as quietly was heard. As we hastened to the doorway, though we uttered nary a word.

A little something so foreboding seemed to press against the heart,
As we quietly opened the door, then gave a frightful start,
For the visage standing there, as we looked him o'er and o'er,
Was a stranger to us then, we had never seen him before.

And of all the uncanny creatures that our eyes have ever seen,
He was king of all the demons, either in thought or mid-night dream.
Almost forgetting regal manners, shaking limbs and quaking feet,
We at last came to our senses, and said: "Sir, please take a seat."

He accepted, and in sooth, as he cast an angry frown,
We were thanking heaven for one thing, that he really had settled down.
And of all the uncouth models that were ordered for our sake,
This one took the deep-blue ribbon, and is entitled to the cake.

Every hair was out his head off, and his skin a yellow cast.
Both his eyes were sunken badly, every breath we thought his last.
His portly nose looked like a wood-wedge, his lips a sickly red,
And his mouth would open widely, but not a tooth inside his head.

Terribly scant of any apparel, just a few old tattered rags,
And the few that hung so loosely nothing but worthless, faded tags;
Even his arms seemed all unjointed, hanging limply by his side,
And his shoes were shewed entirely; not one sign of outward pride.

But his voice, O Lord forgive us! but he had not spoken before,
First we looked up to the widows, then gazed at the open door.
Looked around for a crack in the ceiling, looked above, in pity, Oh,
Then we gazed and gazed in wonder for some outlet down below.

What a voice! O Gates of Thunder, ye are weak beside this one,
Rumbling cars and Eastern earthquakes, you are utterly undone.
Then with visage scarcely mortal, raised his arms and cried anew,
"You are my victim, lonely mortal, I am here for such as you."

Seizing hold his fainting victim, says I, "Wherefore, whence you came?
I am going, going, going; stranger, will you give your name?"
Then he wrote it on the wall, nary a letter allowed to slip,
"I have come from Russia's kingdom, and my name is old E. H. B.
"La Grippe."

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., FEBRUARY 15, 1890.

NO. 4.

ABOUT SLEEPERS.



HE first attempt to furnish the railway passenger a place to sleep while on his journey was made upon the Cumberland Valley railroad or Pennsylvania, between Harrisburg and Chambersburg. In the winter season the east-bound passengers arrived at Chambersburg late at night by stage coach, and as they were exhausted by a fatiguing trip over the mountains, and many wished to continue their journey to Harrisburg to catch the morning train for Philadelphia, it became very desirable to furnish sleeping accommodations aboard the cars. The officers of this road fitted up a passenger car with a number of berths, and put it into service as a sleeping car, in the winter of 1836-37. It was exceedingly crude and primitive in construction. It was divided by transverse partitions into four sections, and each contained three berths—a lower, middle and upper berth. This car was used until 1848, and then abandoned.

About this time there were also experiments made in fitting up cars with berths, something like those in a steamboat cabin, but these crude attempts did not prove attractive to travelers. There were no bed clothes furnished, and only a coarse mattress

and pillow were supplied, and with the poor ventilation, and the rattling and jolting of the car, there was not much comfort afforded, except a means of resting in a position which was somewhat more endurable than a sitting posture.

Previous to the year 1858, a few of the leading railroads had put on sleeping cars, which made some pretensions to meet a growing want of the traveling public, but they were still crude, uncomfortable, and unsatisfactory in their arrangements and appointments.

In the year 1858, George N. Pullman entered a train on the Lake Shore railroad, at Buffalo, to make a trip to Chicago. It happened that a new sleeping car, which had been built for the railroad company, was attached to the train, and was making its first trip. Mr. Pullman stepped in to take a look at it, and finally decided to test this new form of luxury by passing the night in one of its berths. He was tossed about in a manner not very conducive to the "folding of the hands to sleep," and he turned out before daylight and took refuge upon a seat in the end of the car. He now began to ponder upon the subject, and before the journey ended had conceived the

notion that in a country of magnificent distances, like this, a great boon could be afforded to travelers by the construction of cars easily convertible into comfortable day or night coaches, and supplied with such appointments as would give the occupants practically the same comforts as were afforded by the steamboats. He began experiments in this direction soon after his arrival in Chicago, and in 1859 altered some day coaches on the Chicago & Alton railroad, and converted them into sleeping cars which were a marked step in advance of similar cars previously constructed. They were successful in meeting the wants of passengers at that time, but Mr. Pullman did not consider them in any other light than experiments. One night, after they had made a few trips on the line between Chicago and St. Louis, a tall, angular-looking man entered one of the cars while Mr. Pullman was aboard, and after asking a great many intelligent questions about the inventions, finally said he thought he would try what the thing was like, and stowed himself away in an upper berth. This proved to be Abraham Lincoln.

In 1864 Mr. Pullman perfected his plans for a car which was to be a marked and radical departure from any one ever before attempted, and that year invested his capital in the construction of what may be called the father of Pullman cars. He built it in a shed in a yard of the Chicago & Alton railroad at a cost of \$18,000, named it the "Pioneer," and designated it by the letter "A." It did not occur to anyone that there would ever be enough sleeping cars to exhaust the whole twenty-six letters of the alphabet. The sum expended upon it was naturally looked upon as fabulous at a time when such sleeping cars as were used could be built for about

\$4,500. The constructor of the "Pioneer" aimed to produce a car which would prove acceptable in every respect to the traveling public. It had improved trucks and a raised deck, and was built a foot wider and two and a half feet higher than any car then in service. He deemed this necessary for the purpose of introducing a hinged upper berth, which, when fastened up, formed a recess behind it for stowing the necessary bedding in the daytime. Before that the mattresses had been piled in one end of the car, and had to be dragged through the aisle when wanted. It was known to him that the dimensions of the bridges and station platforms would not admit of its passing over the line, but he was singularly confident in the belief

that an attractive car, constructed upon correct principles, would find its way into service against all obstacles. It so happened that soon after the car was finished in the spring of 1865, the body of President Lincoln arrived at Chicago, and the "Pioneer" was wanted for the funeral train which was to take it to Springfield. To



enable the car to pass over the road the station platforms and other obstructions were reduced in size, and thereafter the line was in condition to put the car into service. A few months later Gen. Grant was making a trip west to visit his home in Galena, Ill., and as the railway companies were anxious to take him from Detroit to his destination in the car which had now become quite celebrated, the station platforms along the line were widened for the purpose, and thus another route was opened for its passage.—*From the American Railway.*

The New York Central & Hudson River railroad carried 18,000,000 passengers in 1889.

RAILROAD PROGRESS.

SUPERINTENDENT BROWN, OF THE BURLINGTON'S IOWA LINES, TALKS ON THE
SUBJECT AT TABOR.

On the occasion of the recent opening of the new Tabor & Northern railroad a number of interesting addresses were made by leading men in the college circles of that town whose doors were opened more freely to the world by the completion of this new line, and by other gentlemen, prominent in railroad affairs. Among the addresses of the occasion that of Superintendent W. C. Brown, of the Iowa lines of the Chicago, Burlington & Quincy railroad system, is of especial interest as showing the feelings of men having in charge the interests of transportation lines, and their desire for amicable adjustment of any differences that may yet exist between the roads and the people.

Mr. President, Ladies and Gentlemen:

The wise man hath said: "There is a time for every purpose." "A time to be born and a time to die." "A time to break down and a time to build up." "A time to weep and a time to laugh." "A time to keep silent and a time to speak." Long established custom has marked an occasion of this character as appropriate and proper time for speech.

Sixty years ago last 4th of July, Hon. Charles Carroll laid the first rail, of the first railroad built in the United States. Mr. Carroll was the last surviving signer, of that immortal document which marked the birth of our government, (the Declaration of Independence). Fifty years have elapsed since the promulgation of that sublime declaration of principles, and the venerable patriot may have realized to some extent the tremendous significance the far-reaching and beneficent influence of the drama in which he acted so important a part a half century before, but certain it is that neither he nor any person in the vast assemblage that witnessed the laying of that first bar of railroad iron, dreamed that Charles Carroll was performing for the commercial, and the industrial world, a service similar in importance and significance, to the service he had rendered the

cause of humanity and free government, when he with fifty-four other heroes and patriots affixed their names to the grandest document ever conceived by the brain, or presented by the hand of man.

The former gave us our country, the latter furnished the quickening, life-giving currents, making possible the wonderful achievements of the century now drawing to its close.

To appreciate the benefits which followed the building of railroads through sections of the country not supplied with means of transportation, let us look at the condition which prevailed before railroads were built. Sixty years ago the only means of conveyance was by wagon, which was slow and expensive, the journey from Boston to New York by stage occupied a week, and three weeks were consumed in making the trip from New York to Charleston. Upon these routes the travel was greatest, and the service the best, but there was only a tri-weekly mail and this was very irregular.

Freight transportation for short distances was very expensive, for long distances absolutely impossible. The charge for hauling one barrel of flour one hundred and fifty miles was five dollars. Salt which cost one cent per pound at the sea shore, cost six cents per pound three hundred miles from the source of supply. The surplus corn raised in western Pennsylvania, was absolutely worthless, as the cost of transportation over the mountains, was greater than the price at which it could be sold in the eastern market, it was distilled into whiskey, and by thus greatly reducing the bulk in proportion to the value, it was possible to exchange the product of the farm for the merchandise necessary for comfort and to sustain life. The whiskey tax of 1791 was a tax upon the only exchangeable product of the country, and threatened to deprive the people of western Pennsylvania of all commerce with the outside world, and out of this condition grew the whiskey insurrection of 1794. This insurrection has always been and always will be a stain upon the fair name of the state of Pennsylvania, but who shall

say how many times and in how many states the same result would have been reached had not the facilities for transportation been improved. From 1830 to 1850 many railroads were built through the eastern, southern and middle states, and in 1853 the first line of railroad was completed to Chicago. As yet no road had been built west from that city and the following extract from a letter written by Governor James W. Grimes, of Burlington, will indicate that while our own state of Iowa had all the fertility of soil which has made her a queen among the agricultural states of the union, yet she was far from prosperous, or even promising, on account of inadequate transportation facilities:

"We have had hard times here, such as were never conceived of in the east. I saw a man to-day who had been keeping a shop. He was obliged to sell out on credit, and he had besides small notes due to the amount of twenty-five hundred dollars; yet he could not raise money enough to buy a bushel of corn meal for his family. I expect I shall be one of the first to go by the board, for my sickness will cost me at least one hundred and twenty-five dollars, which I shall be obliged to pay, as sickness bills and board bills are considered cash articles. As for collecting, it is impossible, for the legislature passed a stay law for twelve months (that is a stay of execution on judgment).

"They thought they would relieve the people, but it serves only to oppress them. The settlers of the town have no resources of capital or credit, and many of them are unable even to pay the government the small sum of a dollar and a quarter an acre for their land. Of course there is no trouble in raising enough to eat, but the fertility of the soil and the industry of the settlers are almost valueless without a market." Another of the old settlers writes of the condition of things as late as 1845: "Land and everything has gone down in value to almost nominal prices. Corn and oats can be bought for six to ten cents a bushel, pork for one dollar a hundred, the best horse a man can raise will sell for fifty dollars. Nearly all are in debt, and the sheriff and constable with legal processes are common visitors at every man's door."

This condition of things was in a section of country as fair and fertile as the sun of heaven ever shown upon, situated upon the bank of the Mississippi river, affording water transportation to St. Louis

and other southern markets, which gave it a vast advantage over sections lying remote from that stream.

In the interior counties of the state, even as late as 1850 and until relief was afforded by the building of railroads, land was almost worthless, the products of the farms, (corn and wheat), could be disposed of only by a tedious journey, to the distant market on the river, and butter, eggs, and poultry, which are now so important and valuable a factor in the product of Iowa, had no market value and it was impossible to haul these commodities these long distances without rendering them unfit for use.

In the year 1854 the first line of railroad was completed to the Mississippi river at Rock Island. This was the initiative of the present "Rock Island" system, which extends from Chicago to Denver. The following year the C. B. & Q. was completed to the east bank of the river at Burlington, and the Chicago & Galena, (then the nucleus of the present "North Western") was opened. From 1885 to 1860 various railroads were projected in Iowa and work commenced upon roads leading west from Dubuque, Davenport and Burlington; these roads had been completed to Dyersville, Iowa City, De Witt and Ottumwa, respectively, where the terminus of each remained from 1860 to 1865. 1860-65! The history of these years has been told in song and story, the civilized world looked on while upon this western continent was being determined once and forever, momentous questions of whether or not the people of this nation (or any nation) were capable of self-government, whether a "government of the people, by the people and for the people" could continue to exist; 1865 came; the thousands of soldiers who laid aside the tool of the artisan, left the plow in the furrow, closed the door of the office, and left the counting room to enter the military service of the country, who had followed Sherman from Atlanta to the sea,—had been with Grant as he drew the lines closer and closer around Lee's army in Northern Virginia, and finally passed in that grand review before the old commander in Washington, were returning home to become private citizens of the land they had redeemed and saved. The railroad enterprises which had lain dormant for five years, were taken up with renewed energy and in five years from the

close of the war the state of Iowa was spanned by three lines of railroad, and a fourth line was nearly completed across the state. Since that time two additional lines have been completed, making six lines of railway traversing the state of Iowa from east to west, intersected by almost as many lines running north and south. Every township in the state is supplied with a home market better than the distant market was in the early days.

From a military point of view, the railroads of the world have exerted a powerful influence; fifty miles of railroad skillfully handled, would have undoubtedly saved the battles of Solferino and Magenta, to the Austrian armies in 1859, and changed the whole destiny of Italy.

Arnold, in his "Life of Lincoln," says of the time when General Lee was marching northward toward Pennsylvania, and it was expected that a great battle would be fought, that "Now the president, with that tinge of superstition which ran through his character, made a solemn vow to God that if Lee was driven back he would issue the proclamation of emancipation." The battle was fought on the 16th and 17th of September, 1862, and Lee's army was driven south out of Maryland.

The prompt and energetic operation of a railroad in Southern Pennsylvania and Northern Maryland, making it possible to move troops and munitions of war from Hagerstown, undoubtedly saved to the union army, the great battle of Antietam, and five days later the proclamation was issued; which made this nation in fact, as well as in name, the land of the free.

The control and energetic operation of the railroads in 1870, made it possible for Germany to mass her troops at any, and every salient point, and by so doing virtually decided the contest in the first thirty days of the struggle.

For those who lived in Iowa before the days of railroads, no argument is necessary to demonstrate the value of these lines of transportation, in building up and developing the country. Under their beneficent influence, our state has become the garden of the world. Prosperous cities and beautiful villages have sprung up as if by magic, and land that was comparatively valueless, has been transformed into productive and valuable farms.

In a general way we have endeavored to show some of the advantages of railroads

in the development of the country, but statements of this kind are necessarily of such sweeping and general character, as to justly be open to the charge of being simply an expression of opinion, and I desire to briefly refer to some statistics to substantiate the claims made.

In the fourth annual report of the Iowa Board of Railroad Commissioners, (on page eight) will be found an extremely interesting table, showing the freight charges, and reductions in the same, on fifteen of the most important lines of transportation in the United States, including the Erie canal and including the following Iowa roads: C. B. & Q., C. R. I. & P., C. & N. W., C. M. & St. P., B. C. R. & N., Illinois Central and the Central Iowa. The period covered by this table is from 1868 to 1878. Referring to this table the report says: "A careful study of the foregoing table will show that fourteen railroad lines mentioned have, almost without exception, steadily reduced their rates in a substantially fixed ratio during all the successive years from 1868 to 1878, inclusive. The few exceptions to this rule, as previously mentioned, show the slight average increase of only nine hundredths of a cent per ton per mile, an increase which bears but a slight ratio to the increase in the cost of labor, supplies and all forms of material entering into railroad use. In the average the Erie canal rates show a decrease of forty-four per cent, from the rates of 1868. The New York Central and the Lake Shore and Michigan Southern, (which are practically one continuous line of road,) and the Chicago, Burlington & Quincy, show the greatest decrease in charges, to-wit, sixty-eight per cent. The Michigan Central comes next, sixty-six per cent; the Boston & Albany, the Chicago, Rock Island & Pacific, the Chicago & Northwestern, the Pennsylvania, the New York, Lake Erie & Western following in the order named. The average per cent. decrease in the Illinois Central charges, as shown in the four years noted in the table, is found to be equal to those showing the largest decrease for the thirteen years of their exhibits, respectively. Another fact prominently appears in this table, which is that the largest ratio of decrease has been made during the last five years; more in the average than during the preceding eight years."

From all these deductions it is evident that the cost of transporting the great bulk

of all the food productions, and lumber, coal, manufactures, merchandise and, indeed, of everything moved by rail, is steadily undergoing a marked decrease from year to year, the reductions of the last four or five years being equal in the average to the largest made by any company during the whole time covered by the table.

The chief of the national bureau of statistics, in his report just issued, (1882) uses this language: "It is impossible to estimate the magnitude of the benefits, which the reduction made in charges for transportation on railroads, have conferred upon the interests of agriculture, of mining and of commerce. That the increase in the value of the domestic exports of the United States to foreign countries, from \$442,820,178 during the year ending June 30, 1871, to \$902,319,473 during the year ended June 30, 1881, has been largely due to such reductions, is evident from the fact that such exports are chiefly the products of the western and north-western states, a large proportion of which is transported to the seaboard on railroads."

Again on page 50 of the fourth annual report of the railway commission, we find the following reference to this remarkable reduction in railway rates:

"It may not be amiss right here to ask what are the results of this steady reduction of railway charges? Some hints of the saving in whole may be gathered from a calculation of the savings of our exports of grain, meats and dairy products. A careful statistician (Hon. Edward Atkinson, of Boston,) puts the grain and meat product for export in 1880, of these north-western states, which finds its first market in Chicago, at eight million tons. The average distance from these states to the sea board he estimates at 1,300 miles. The reduction in rates from 1866 on the transportation lines by which this body of produce was carried to the seaboard, is shown to have been fully one cent per ton per mile. The saving, therefore, is seen to reach the enormous sum of one hundred and four millions of dollars.

But as the rate of 1866 partook somewhat of the high prices of everything for the three or four years following the war, let us take the time from January 1st, 1874. Present rates in the average, from the point of production to the seaboard, have been reduced half a cent per ton per mile,

which affords a net saving of fifty-two million dollars on the exported portion of the grain, meat and dairy product of the northwest for the year 1880. The same authority puts the value of these exported products at \$389,000,000. The savings in the cost of rail transportation, therefore, at half a cent a mile on this body of exports, amounts to a fraction more than thirteen and one-third per cent. of their total value; we think it safe to say, that one-sixth of this saving passed to the credit of Iowa producers—over \$8,000,000 on our exported grain, meat and dairy products for the year 1880.

In concluding this branch of the report, the commissioners venture to assert, that freight is now carried at a rate which no competent railway manager or transportation expert would have thought possible half a dozen years ago. The public everywhere will welcome the facts and from them learn to value the means by which they are obtained."

This was the happy condition in 1880, let us briefly compare the rates at that time, 1880, on the C. B. & Q. from stations in Mills county with rates from the several stations to-day. In 1880 the rate from Malvern to Chicago on a thirty foot car of cattle was \$70.00, to-day the rate is \$47.50 a reduction of \$22.50 per car. In 1880 the freight charges on a thirty foot car of hogs was \$70.00, to-day the charges on the same are \$37.50, a reduction of \$32.50 per car. In 1880 the rates per hundred on wheat, Malvern to Chicago, was 30 cents, making the charge per carload of thirty thousand pounds, \$90.00, the present rate is twenty-five cents per hundred, making the charge upon the same car \$69.00, a reduction of \$21.00 per car. On corn, oats and other grain the rate in 1880 was twenty-five per hundred, the present rate is twenty cents, making a reduction of \$15.00 per car upon a car load of thirty thousand pounds.

In addition to the actual reduction in rates of freight, the shipper has been greatly benefitted by the great improvement in the quality of the service rendered, stock which in 1875 to 1880 was from forty-eight to sixty hours in transit, requiring never less than one, frequently two, and not infrequently three feeds en route, now reaches Chicago inside of twenty-four hours, and frequently inside of eighteen hours, doing away entirely with the delay and expense of feeding. These results have come, not

from legislation (for no legislation has been had which materially affected interstate rates) but from competition better facilities for doing business, and a larger volume of traffic, making it possible to do the business at lower rates. From every material point of view, the railroads are a factor of inestimable value to the country they are built to serve, and while the railroads have exerted a powerful influence in building up and advancing the material wealth of our land, their influence in promoting and advancing the cause of religion, civilization and education, is none the less marked and important. It has been well said that "The three great civilizing instrumentalities of the age, moral, mental and material, are Christianity, the press and steam, which respectively bring together into closer touch and more intimate relations the hearts and minds of men, the press becomes the speaker, with the civilized world for an audience, and the railroad and its accompanying telegraph is the medium through which the written and spoken truths, reach those for whom they are written and spoken. As the building of the little road, the completion of which we celebrate to-day, will extend the enlightening and moral health-giving influence of Tabor college, so in a thousand communities, and to the lasting benefit of millions of the youth of our country, have the improved facilities for communication proven a boon of incalculable value.

In the early days, when the railroad was so eagerly looked for, as it was extended (all too slowly) across the state, and was so warmly welcomed when it came, there was a bond of sympathy existing between the people, and the management of the road. Each took an interest in the welfare of the other, each realized that anything calculated to work an injury to one, must of necessity, to some extent damage the other. The railroad was the tie which connected the new with the old home, and loved ones back in the east! The whistle of the locomotive was the cheering announcement of the coming of new pioneers, to share with those already come, the blessings of this goodly land.

During the years which have elapsed the railroad has engrossed the attention of its management, perhaps too much to the exclusion of all other considerations, the people have been improving the farms, building up the cities and villages and gradually the people and the railroads have

drifted apart; unscrupulous men, to further selfish and personal ends, have taken advantage of this condition to foster and promote discord where harmony should prevail.

There should be no conflict between the railroads and the communities they are built to serve; the best interests of both demand harmony and hearty co-operation in all efforts looking toward the improvement and prosperity of the country.

"The axiom that 'a house divided against itself cannot stand' is of divine origin, and the experience of the ages has confirmed its truth and emphasized its importance.

No section of country (whatever natural advantages it may possess) offers an inviting field to the business man or the farmer looking for a location if there is a conflict between the people and its lines of transportation, characterized by a feeling of such bitterness, as to prompt or permit the comparison of men engaged in business which has done so much for Iowa as have the railroads of the state, with "robbers and pirates" who "ravaged villages and unfortified places." The railroads protest that they do not desire more than a just and reasonable compensation for services rendered. The people concede that this is equitable and right, and the whole question is reduced to the single problem of ascertaining what is a reasonable rate. Calling hard names will never solve the problem, the solution must come after all prejudice and passion have been eliminated—when each party are willing to give the other credit for honesty of purpose and when each is actuated by a sincere desire to do exact justice to all interests involved.

The principle of governmental control of railroads is definitely and finally fixed, and has been accepted in good faith by the roads. It has been decided by the general government and by a majority of the states, that the most satisfactory results can be had by delegating this power of control to a commission, elected by the people, or appointed by proper authority. In Iowa we have decided to choose the commission by the vote of the people. The people of the state have clothed this tribunal, in its control of the railroads of the state, with powers limited only by the restrictions imposed by the constitution. The railroads have accepted the situation and only ask that this tribunal shall be

composed of fair-minded, conservative men, actuated by an earnest determination to carefully and impartially investigate every case submitted, and an equally earnest desire to see that no injustice is done either the individual or the corporation, by the ruling made.

In an important state paper submitted to the last legislature, and in connection with the recommendation that the powers of the railroad commission be largely increased, we find the following suggestion as to the duties of that commission: "This board has been looked upon by the railroads as a tribunal clothed with judicial powers, and charged with the duty of protecting the interests of the people, and those of the railroads alike. This, however, is an erroneous conception of their functions. The railroad commission was created to be a committee of the people, obligated to advocate their rights. Organized capital can safely be trusted to defend itself."

Almost simultaneous with the enunciation of this interpretation of the duties of the commission, the control of the revenue earning capacity of the railroads within the state was transferred from the management of the various roads to the board of railroad commissioners, who were admonished by the highest authority in the state that it was no part of the duty of the board to consider the interests of the railroads. Clothed with the absolute power to decide controversies, from which decision there was no appeal, still this tribunal is instructed to consider itself the advocate for one party to the cause, and to ignore the interests of the other. Is it strange that citizens of the New England states who had invested their money in Iowa railroads, viewed the situation with apprehension, as to what the future might have in store for them?

The statement of the case, demonstrates clearly to any fair minded man, that it is not entirely just to the railroads of the state.

While the people of Iowa are jealous of their rights and tenacious in maintaining them, they respect and hold sacred the rights of others, and are careful to avoid infringing thereon.

Second only to the inalienable right of life and liberty, is the right to own and

enjoy property honestly obtained, subject to proper and reasonable regulation by the state; to render this right of property insecure is to remove all incentive for industry, frugality and thrift, and to put a premium upon idleness and improvidence. This right should be rendered none the less sacred and secure by the fact that the owners of property in Iowa have their homes in other states.

With a confidence born of a citizenship in the state of more than thirty years, I know that the people of Iowa are not disposed to deal harshly or unjustly with any interest, believing as I do that continued discord and hostility between the state and her railroads will result in disaster to both, I appeal to every good citizen, to strive to heal the wounds which passion and prejudice have made. When differences arise (as difference will arise in the transaction of any business) let the individual and corporation through its proper representative, come in a spirit of fairness and reason together, each willing to give as well as to take, each actuated by a desire to do what is right and just between honorable men; when this is done there will be little use for courts or commissions for the adjudication of this class of questions.

The growth and development of this goodly state of Iowa during the past thirty years has exceeded the expectations of the most sanguine and enthusiastic of the early citizens, but with all the varied interests of the state working harmoniously for her upbuilding and prosperity, who may predict the result of the next decade. Thousands of acres of fertile but now uncultivated land will be transformed into productive farms, comfortable farm houses, overflowing barns and granaries, herds of cattle upon the hill-sides and in the valleys shall tell the story of contentment, happiness and prosperity. School houses and church spires on every hill-top and in a thousand of beautiful villages, shall testify to the Godliness, the culture, the enlightenment of our people.

Peace shall be the hand maiden of plenty, and harmony shall be the harbinger of prosperity, such as our state has never known. Then, indeed, may it truly be said of this glorious state of Iowa: "The affections of her people like the rivers of her borders flow on to a perpetual union."

BORING OF THE GOTTHARD TUNNEL.

Respecting the enormous work of boring through the great tunnel, the first top gallery of seven meters was not done by work of hand, but with the assistance of ingeniously constructed machines, according to the system Ferroux at Goschenen (on the north side) and after the system MacKean (improved by Mr. Seguin, engineer at Airolo) on the south side. These machines were driven by compressed air, according to the plan made by Prof. Colladon of Genf (Geneva); the compressed air not only being able to transmit the power to great distances, but at the same time acting as ventilator for the men at work in the tunnel. For the purpose of compressing the air and keeping it in reservoirs for use, it needed many apparatuses and interesting mechanical arrangements outside the two tunnel ends, for the movement of which the water of the Reuss at Goschenen, the current of the Tremola rivulet and the Tessin (from the Bedretto vale) at Airolo were conducted to the place partly in long open channels, partly in iron tubes, as moving power to the turbines. These quantities of water coming down vehemently from considerable heights rushed with a force equal to 1100—1500 horse power on large fly wheels, the winches of which gave a pushing movement to the piston rods of iron cylinders placed before them and in this manner produced the intended compression of air (of 2.5 atmospheric pressure). Both waters taken together have contributed to the completion of the work for about 3,000 days with an average of 2,000 horse power daily (24 hours) all in all a day's work of 7,500,000 horse power.

When the air tight piston of a cylinder is drawn back by the fly wheel winch, there forms in the interior a vacuum which is opened immediately by valves and filled by atmospheric air pouring in from without. Immediately after the same winch rod pushes the piston again into the cylinder, the valves shut and keep the air from escaping, the latter being thereby forced to enter a narrow tube leading to an air-holder (reservoir). By this proceeding the air is strongly compressed, up to the twentieth part of its volume.

When the reservoir becomes filled up, the compressed air enters the main pipe

and thence the large boiler-like airkeepers placed before the tunnel entrances.

From these reservoirs the compressed air was conducted to the place of work in the tunnel and there set agoing the boring machine placed before the rocks (end of gallery). The cylinders of the boring machine were of bronze, in shape like a mortar barrel. Out of these projected a sort of steel bayonet, the end of which formed a chisel. The boring machines—sometimes six being at work simultaneously—were supported by an iron frame (boring car) running on wheels so as to be moved forwards or backwards. The steel chisel of about two inches in length (borer) was now, by means of the piston, in a revolving motion pushed with such vehemence against the rock, that sparks sallied forth, and in a few moments a deep hole was made. Even the hardest granite could not resist the furious attacks of the steel borer. A workman continually watched the progress at the hole, made the boring machine advance by means of a screw, took the dust away, and poured water into the holes to prevent the borer from becoming too hot. When the borer had entered the rocky wall to the depth of a little more than a meter, the machine was drawn back in order to advance again for a new attack. After 16 or 20 holes had been made by four or six machines, the frames were removed, the workmen withdrew, and but one remained in order to fill the holes with dynamite cartridges (subsequently Gelatine was employed) and to light the fuse attached to them. Some minutes later the fire reached the blasting material, a tremendous thunder-clap resounded, the end of the gallery had retired by about a metre, and the ground was covered by scattered pieces of stone. Immediately after, the cock of the ventilating pipe was opened and the force of the outstreaming air chased at once all the smoke out of the tunnel. The detached rocks, (rubbish) were hastily taken away, the track for the frames was advanced to the new point of attack, the boring machine advanced to the new point of attack and the monotonous work began afresh.

The compressed air, however, was not only intended to work the boring machine but also to bring up fresh air for the lungs

of the work people. Partly the gas produced through blasting, partly the height of the temperature increasing with the size of the mountains, required an extra ventilation, if the working power of the men was not to be reduced by the heat. This ventilation was produced by the boring apparatus releasing the air employed as good air; besides fresh air was introduced through direct communication (cast tubes) with the reservoirs, into the tunnel, so that the quantity daily consumed in one part of the tunnel amounted to about 120,000 cubic meters atmospheric tension. Notwithstanding the temperature gradually rose up to 34 Celsius which made the workmen suffer tremendously. After the first cutting through the rock the situation improved considerably as there happened alternatively to be currents from the north to the south and vice versa according to the current of air prevailing on both sides of the Alps.

Besides the boring machines, the working locomotives that brought trains with material in and trains loaded with rubbish out of the tunnel, were also moved by compressed air (pressure: 12 atmospheres).

The atmospheric wagon has, like the locomotive, a funnel, gives whistle signals, but instead of steam thrusts out a thick air saturated with water. The tender has the shape of a long boiler and carries for the production of the moving power not coals and water but compressed air. If the tender wants a supply on the road it can be got from the air pipe in the tunnel by means of cocks fitted into it. A hose is fastened to such a cock and connected with the tender and when the tender is filled, the cock is turned off.

The tender through another hose, introduces the necessary quantity of air for working the engine into the latter.

The excavation of the tunnel in its entire height and width was naturally not done all at one time, but gradually.

The boring began under the roof of the future tunnel and as this first cutting ran close under the upper longitudinal line, it was called "top gallery." Whilst this gallery was progressing it was, behind, widened to the right and left. At a later period the construction of a so-called gallery split was extended at first to one half and finally to the whole depth of the proposed excavation. For greater security the tunnel was totally vaulted with cuneated blocks of granite. The mountains as well as the

numerous erratic blocks furnished the material. The space left between the vault and rock roof was filled with stones. When the rock on the tunnel sides proved solid, the vault was built on it, if not, mured abutments (spring-walls) were erected which supported the top vault. Very soft rock required the construction of a closed tunnel tube.

Much time and money was spent on the so-called "blowing passage," (nearly 2,800 meters from the entrance at Goschenen) and on a central downpressing mass at 7,400 meters. At these places a soft rocky mass consisting of remains of phylitic gneiss destroyed by the influence of the atmosphere, pressed continually down into the tunnel and destroyed not only the strongest wooden supports but even stone abutments. It was finally found necessary to form cylinder vaults of enormous granite broad-stones. The fixing of the tunnel axle was done trigonometrically. In examining whether the proper direction had been kept the most important thing was to measure a straight line of the greatest possible length. Into the slope of the valley opposite the tunnel entrance a small gallery was pushed and thence a light in the tunnel was gaged; afterwards the same proceeding was continued in the interior of the tunnel by using the so-called pit theodolite. This gallery was called the directing gallery.

The final cutting across of the tunnel took place (at a distance of 7,795 meters from the north entrance) on the 29th of February (intercalary day and very rare fifth Sunday in February) 1880 at 11 o'clock a. m., after the borer on the Airolo side had pierced the rock on the previous evening and the photograph of Favre had been handed through the aperture. The happy long-wished for event was not only celebrated in Switzerland by shooting, music, flags on the houses, bonfires and inevitable banquets, but also welcomed in Germany and Italy by sympathetic demonstrations. From the Emperor William, as well as from Count Bismarck and also from the King of Italy congratulating telegrams arrived on the day of the solemn festivity. The workmen, too, were thought of; they had a banquet prepared for them and according to the length of time of their employment they got either silver or copper medals. In order to be just to the names of the dead there was money collected for their remaining families.

On the 2d March a connected line was already established through the tunnel on which the engineers and officials from Goschenen drove on trundles to Airolo. The first passage through the Gotthard took three hours and thirty minutes. On the 21st of December, 1880, the first mail bags were taken through the tunnel from Airolo to Goschenen, by two post conductors; on the 28th of December, 1881, the tunnel, intended to be made with two tracks, but for the beginning only provided with one line, was totally finished and from the 1st of January, 1882, passengers and goods trains passed regularly through it. On the 1st of June, 1882, the traffic on the whole line Lucerne-Milan was open, after the portion Giubiasca-Lugano (Monte Cenero) had been opened to the public.

In 1883 a second track had been laid in the tunnel. The passage through the tunnel takes at the present time not more than twenty-five minutes.

The cutting of the Gotthard tunnel took seven years and five months. There have been 1,800,000 kilog. of Dynamite employed, 320,000 holes bored and 1,650,000 borers used up. 2,400 individuals were employed daily on an average (18,428 during the whole time of working) doing together about eight million working parts called "Einmannerschicht," (one man's day's work.)

The above quotations refer only to the roof gallery; the complete bracking out and lining with stones, etc., took nearly two years more, so that the construction of the whole tunnel took nine years and three months in all and was finished only one and one-half year after the time originally appointed. The cutting and building of the tunnel cost 56,808,620 francs.

At the conclusion of this chapter the author of this little book considers it his sacred duty, to mention the heroism with which the poor workmen—mostly Italians—fulfilled their mission. They had to endure great hardships. Looking at the working people within the tunnel one could not but be struck with anxiety and astonishment. These half naked figures covered with perspiration, with their suffering yellowish faces, ghastly lighted up by a dull lamplight, their blackened hands convulsively strained, their difficult breath-

ing being occupied day by day since for many weeks, months and even years at their eight hours' work in this modern Tartarus, in a heat of 22 to 34 degrees C., deserve our deepest compassion. Scattered on a line of 150 kilometers, 2,000 meters under ground, each with his little lamp by his side, they might be seen, either sitting in the oppressive vapor, or standing, cowering, breaking out, charging the dynamite mines, occupied in clearing the rubbish away, taking out and in the trucks, wading through water and mud,—truly an affecting scene.

Added to this, the clamor of locomotives and wagons, of horses and drivers, of thousands of hammers and spades at work, the terrible hissing noise of the boring machines, the roaring of the dynamite explosions—who would be able to give an approximate description of all that?

Numerous workmen died in consequence of the unhealthy air, of over exertion, of anchylostomum (intestinal worm producing inanition), or of colds. Besides, many accidents during the construction of the tunnel cost the loss of 200 human lives (of these about 30 in 1880) and 431 workmen were wounded; the whole construction of the railway thus causing 310 deaths and 877 hurts. May all the happy people hastening through the tunnel in a railway carriage leaning on soft cushions, not only rejoice at the grand acquisition but also remember the poor people who sacrificed life and health to the work.

Thus the rough north and the mild south shake hands finally like brothers, in a tunnel, the two parts of which met exactly together during the act of cutting. Goschenen and Airolo are joined by an iron embrace and the traveler who passed the night at Lucerne may dine at Milan, though, according to the custom at Italy at rather a late hour, or take his supper at Genoa. Through the line Bellinzona-Genoa opened on the 4th of December, 1882, the chief manufacturing parts of Germany at last are brought into immediate connection with a principal port of the Mediterranean.

"Good luck" to the Gotthard tunnel and "hail" to the fraternization of nations, established by such great works of peace, which at the same time proclaim the triumph of the human mind over matter.

A STORY, BUT A TRUE ONE.

Charley Gregg walked into the train-master's office on one of our western railroads, some years ago, and standing outside the picket railing that divided the waiting room from the main office, gazed intently at the gentleman who sat at the little desk inside, busily engaged with a huge pile of correspondence that comprised the morning mail, and he wondered whether he would ever muster up courage enough to address the one who seemed all absorbed in reading the correspondence that was piled up on his desk.

The young man who stood in waiting, although poor, and his clothing of the cheapest make and appearance, had been blessed with a good mother, and had been taught that it was only good manners to wait until the gentleman had finished the work that lay before him, but it seemed almost an age to him who was so anxiously waiting to gain an interview.

Finally the man of business suddenly glanced toward the door, and seeing a young stranger standing there, asked, in his customary bluff manner, "Well, young man, what can I do for you?"

The tone seemed harsh and bitter, as they sounded in that corner of the little room, for the one who uttered them, although the possessor of a warm and kindly heart, had that gruff and positive way about him that drove the youth a little further into the corner than his diffidence had before placed him.

"I came in here, sir, to see if you wanted any brakemen," said the boy in a respectful manner, although the words came near choking him to death. The man of business laid by his letters, and taking a comprehensive view of the unexpected caller, said:

"And you want to be a brakeman; Well, I wonder what will come next."

Then taking a second view of his early visitor, he said, "How old are you, my boy?"

"I my sixteenth year," answered Charley.

"In your sixteenth year and you want to be a brakeman; the idea of putting you on the road to get killed. Young man," said he, "you are too young to do any service in our business, and I should feel guilty to put so young a boy as you, to work in so dangerous a position, if I was ever so much in want of help."

The lips quivered and the tears came trickling down the pale white cheeks, as he turned to go out the door, when the busy man called him back, and opening the wicket door, bade him step inside.

"Sit down," said the stern but tender hearted man. With a faint heart, a trifle reassured, he did as he was bid.

"Where is your home, my lad," said the trainmaster.

"I have no home, sir," he replied.

"Your father and mother—where are they?"

"I have no father or mother." And then he told the busy man of his childhood days away off in that eastern home; of his father and mother, when they lived on the little farm. How his father had sickened and died; and when he was 15 years of age, his good mother was laid down by his father's side, in the little burying ground, and he was left an orphan; no brother and no sister, even, to care for him. How he had worked for one of the neighbors for six months, to earn money enough to buy his ticket to the far, far west, and here he was, asking for work of a stranger in a strange land, with no home nor friends, nothing on earth but a resolute will and a face that told his honesty, with the manners of a boy who has learned all the traits that characterize a noble youth.

As he told his sad story, the gruff listener, (to all appearance) gave an attentive ear, and when the story was finished he said, "What is your name, young man?" "Charley Gregg," was the answer.

"Well, Charley," he replied, "I am very busy this morning and have not time to spare for anyone, but you come around here at two o'clock this afternoon and I will see if anything can be done for you."

So the orphan boy kindly thanked him and walked out of the office, scarcely knowing whether it was right to feel encouraged or no. The trainmaster again turned his attention to his work, still unfinished, and the usual routine of business and the duties of one in his station, were gone through with, until the whistle sounded the hour for dinner. This over, he returned to the office, and after transacting a little of the routine, everyday business, he, as usual stepped into the superintendent's office, to counsel with him

on a few matters of importance. They sat together for an hour or so when the train-master remarked to the superintendent: "I had an application from a young man for a position as a brakeman, this morning."

"Are you in need of any more?" asked the superintendent, whose manner was even more abrupt than the officer under him.

"Yes sir, I might give work to one or more of them."

"Why did you not hire him if you need more men?"

"On account of his age," replied the other, "he is not yet 16 years old."

"Better go home to his mother and wait till he grows," answered the great business man; "If such a one should come around me I would tell him so too quick. What did you say to him?"

"I told him to call again at two o'clock and I would talk with him."

"Told him to call at two o'clock, a boy 15 years old. When he comes again send him in to me; I will make short work of the lad, and he will not have to call again. I tell you, Hardy, you are too soft-hearted to be at the head of a lot of railway men—more especially boys."

"So Hardy went out and resumed his duties in his own department until two o'clock, when, upon looking up once more, there stood the boy who had called in the morning, with hat in hand and offering a courtly bow, merely remarking, "I called again as you requested me to do."

"O; yes, I remember; well, Charley, you just go out the door into the hall, and go along until you find room No. 3, there you will find the Sup't and see what he will say to you."

The youth hesitated a minute, his heart almost sinking within him but mustering up new courage he walked out into the wide, lonely hall, and looking at the numbers on the doors he saw one with the figure 3 painted on the glass, and walking in stood in the presence of the superintendent of a railway company of one of our Trunk lines of the western country. Looking up from his desk, where he sat writing a letter the great man fully prepared to settle the question at issue as he readily guessed who the visitor was, turned around in his chair and addressing the pale young boy whose limbs were tottering with fright, he said: "Well, young man, what is your business here?"

With a firm voice, but trembling slight-

ly, the boy replied; "I am in search of work, good sir."

"And what do you want to do?"

"I called to see if I could not get a situation as brakeman, sir."

"Well the best situation you can get is to go home and stay with your mother until you are old enough to go away from home."

I have no father or mother, neither friends nor home, sir," replied the youth as a few tears trickled down each cheek, but he never took his eyes off the superintendent of the western railroad.

And the great, strong, gruff man that the people said had no heart in him coughed a little and gathered his breath a second time, then took out his large silk handkerchief and wiped away the first tears he had known for many a year. In the five minutes that the pale youth had spent in relating his story, the man of iron nerve and kingly bearing had lived over the whole of his life. He remembered when only two years of age he had lost his father, and at the age of ten his good old mother died, and the world was cold, and sad and dreary to him until he was seventeen years old, when some kind gentleman took an interest in him, befriended him far beyond any anticipations of what a friend might do, and he grew up to be a man; prospered in business and in life, and now with a beautiful home and a lovely companion, at the age of forty-five he was superintendent of a large corporation. And the pale lad who stood before him, the same one whom he was going to send away from his presence in an instant, was told to be seated, and the stern man of business sent for the train-master, telling the boy to inform him that he wished to see him immediately. This individual had a good idea of what the word "immediately" meant and hastened to the presence of his superior officer.

"Sit down, sir," he said, addressing Hardy.

"My little friend," said he to the lad, "can you write a good hand?"

"Yes, sir, I think I can," was the answer in a firm, decided tone of voice.

The superintendent wrote a few words and attached his signature, then handed it to the boy that he was going to send home to his mother less than an hour previous, and said, "Just take this pen and copy what I have written, signature and all."

So the youth sat down in the easy chair

and did as he was requested to do, when he had finished arose, and handing the pen back to the owner, quietly remarked, "I think I can do much better after a little practice." And the proud, stern man took up the paper and looked at it, then handed it to Hardy and the gruff train-master only remarked, "That is better than I can do," while the superintendent said nothing, well knowing that it was a copy by the side of his handwriting, and the train-master was told that he, the superintendent, would see to the lad, and he could be excused for the present; and Hardy walked out of the office, mumuring half to himself and half aloud, "I guess the boy settled the old man instead of the old man settling the boy," and the Train-master never uttered a truer saying in his life than this.

As soon as the two were left alone the superintendent turned to the young man and said in a kindlier tone than he had been master of for a long time, "You are too young and frail, my little man, to enter the service of any company as a brakeman, it is too dangerous a position for one of your years. But I am in need of some one to do my writing and attend to the work around my office, and to-morrow morning you may commence, and if you will do as well as I have hopes that you will do, you will never regret that you asked me for a position as a brakeman."

Years have passed since then. Charley Gregg is a fictitious name, but the story is a true one in every particular, and to-day we could take you into the office of the General Manager of one of our Trunk lines introduce you to the gentleman whom we have called "Charley Gregg," and when he reads this story he will recall the incidents of his life that we have related to you.

E. H. B.

* *

Thd two greatest women of the age appear to be Miss Nellie Bly and Miss Elizabeth Bisland; one having traveled around the world in seventy-five days or a little less, and the other in seventy-five days and twelve hours. We are not so particular in regard to the excitement that their trip has produced, but are in hopes that the future will be productive of some good, as we may be able to read in the paper and magazine that sent them abroad, the report of their trip and also their ideas of the countries they have visited.

"Nellie Bly" opened her eyes when she sailed away; "Jules Verne," you've lost your turn, Nellie's here to stay.

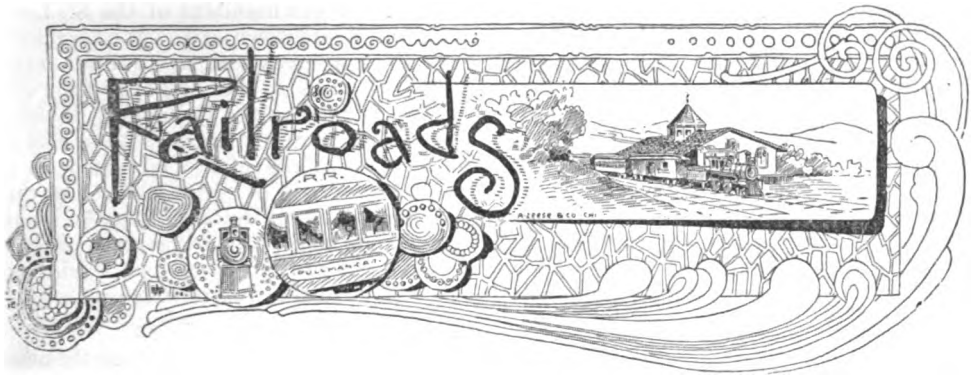
And it's heigh, Nellie! ho, Nellie, ain't it very grand Riding sixty miles an hour over this happy land?

* *

Ho! ye that thirst, and take to the cup, or look upon the tangle-foot when it is red, go ye not into the wine press to quench your thirst, neither be caught hanging around the portals of the beer guzzler, for it calls for Justice! Lean ye not up against the fence post, neither have thy face flushed when thou wearest the blue and the tinsel; let thy breath ne'er smell of the brain destroyer, neither breathe forth the essence of cinnamon or cloves. For if these things occur, for thy first offense thou shalt hear the sound of the tocsin of remorse ringing in thine ears, and when thou doest these things the second time, there will be written in the book of names opposite thine own one simple word, "Dennis." C., B. & Q.

* *

The proposed Pan-American railway route, from a Wathington dispatch to the St. Louis Globe-Democrat, seems to be a thing among the future possibilities. It says: The first thing to do is to make a survey of a section of country 200 miles in width, which has never been crossed, and its range is of great height, and at present is held by hostile Indians. To make a survey will necessitate the use of an armed corps of engineers, and upon their report will depend the solution of the question as to the route across the continent of South America. It would start at Cartegena, a once famous Spanish port, and the thoroughfare would pass through the most fertile portions of South America. It would connect and bring to the Carribbean sea 11,000 miles of railroad, now built, or under construction, within three days, by fast steamer, of Tampa, Mobile, New Orleans and Galveston. It would open a wonderful rice and coffee country. But there are great difficulties to be overcome. Along the Pacific coast there is a rainless belt of 1,500 miles in length; then again, a long distance that has the greatest rainfall in the world. But some day the road may be built, notwithstanding the great obstacles to be overcome. A survey fund of \$200,000 is already being raised by a wealthy company to procure the survey.



Union Pacific shops at Cheyenne, Wyo., to cost \$3,000,000! Whew!

* *

Mr. Charles F. Adams, president of the Union Pacific, is enjoying a rest in the Island of Cuba.

* *

The legality of collecting the extra ten cents has been sustained by the Supreme court of Pennsylvania.

* *

The land commissioner of the Central Pacific railway sold in 1889 153,000 acres of land for \$548,954, being an average of \$3.75 an acre.

* *

The snow blockade in the far west has been tremendous, with fifteen and twenty feet of snow; and now comes a report of terrible floods in the valleys of California.

* *

The New York Central railway has commenced the use of the trough system of taking water. The whole cost of the system is said to be \$20,000.

* *

A railway bridge is to be built across the Arkansas river at Cummins, midway between Pine Bluff and Arkansas City. It is to be 1,200 feet in length, with four spans and a draw of 300 feet.

* *

Another 2 per cent. quarterly dividend has been declared by the Pullman Palace Car Company, which has been a regular practice for a number of years, to which every stockholder says quietly, "Amen."

* *

Thirteen feet along the Colorado Midland Railway, and the rotary plough keeps moving and thus far has been very success-

ful in keeping the road at least passably clear, without much delay to their trains.

* *

The Northern Pacific now has 4,450 miles of railroad, extending from Lake Michigan to the Pacific coast. Only ten years ago it had 530 miles, and sadly bankrupted at that; but last year its earnings were \$21,753,000.

* *

Is it well worth the small expense to any conductor to purchase the Jan 25 issue of the *Railway Age*, and carefully peruse the article entitled "Car Ventilation," on pages 66 and 67, as it is a subject that concerns every conductor.

* *

\$2,191 Miss Nellie paid for her ticket from California to Chicago, or rather, this was paid by those in whose interest the young lady was traveling. A pretty good price, but after all, considering the accommodations, it was not so excessive.

* *

It will take \$20,000,000 to build the Pacific Shore Line from Sioux City to Ogden. There are now five corps of engineers in the field at an expense of \$10,000 per month. \$20,000,000 for 1000 miles of road. Read, reflect and build.

* *

The American Association of General Passenger and Ticket Agents hold their next meeting in the City of Mexico, March 18th. They are to ride in a special vestibule train over the Chicago & Atlantic, St. Louis & Iron Mountain, the Southern Texas & Pacific and the Mexican Central roads; there are to be elegant dining car attachments. The party of gentlemen will undoubtedly, as the boy said when he had been to the circus, "have a high old time."

At the funeral of Mr. E. H. Graves, late superintendent of the Hastings & Dakota division of the Chicago, Milwaukee & St. Paul railroad, which was largely attended by both officers and employes, among the beautiful floral offerings, the Order of Railway Conductors contributed a floral coach five feet long, the Brotherhood of Locomotive Engineers, a locomotive and tender, the Brotherhood of Railway Trainmen a broken brake-wheel, the superintendents of the Northern Divisions a broken column.

* *

We learn that Mr John C. Gault, who recently resigned as general manager of the Queen & Crescent system, has consented to remain with that company until the 1st of April. It may be possible that the Queen & Crescent route may see fit to continue Mr. Gault with them, for a much longer time than this. We had always supposed that he stood in the front rank among railway managers. He certainly understands what is commonly termed "railroading," from the bottom up, having passed through all its stages and being intimately acquainted with the intricate portions of such work, we have always considered him a first-class railroad man.

* *

We learn, just before going to press, that Mr. E. Bignall has been made superintendent of the northern division of the Burlington & Missouri River road, vice D. E. Thompson, resigned; also, that General Manager Holdrege has announced that Mr. D. E. Thompson, having requested to be relieved as superintendent of this same division, is now appointed general agent, with headquarters at Lincoln, Neb., and a circular from Mr. Calvert announces that Mr. J. R. Phelan will act as superintendent for the line west of Ravenna, known as the Wyoming division, with headquarters at Alliance; and Mr. Holdrege also announces the appointment of Mr. Geo. H. Crosby as general freight agent of this company, taking the place of Thomas Miller, recently appointed general freight agent of the Chicago, Burlington & Quincy syetem.

* *

Our old friend and companion, Mr. A. F. Hilton, has resigned his position as Superintendent of the Galesburg division of the Chicago, Burlington & Quincy railroad, his resignation to take effect Feb. 1. He will be succeeded by Mr. E. M. Herr,

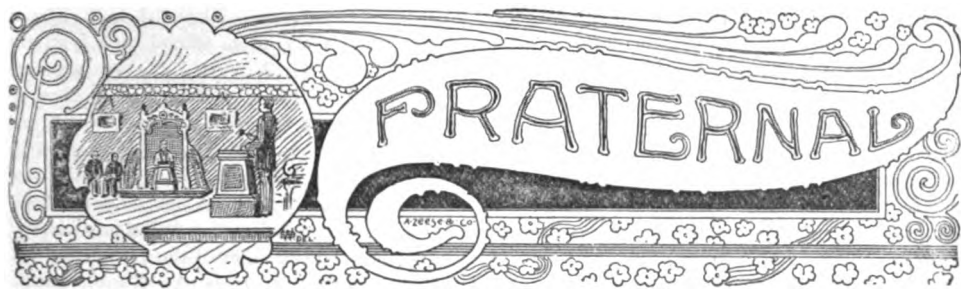
at present superintendent of the St. Louis division, Beardstown, Ill. We earnestly hope the employes will so conduct themselves as to win the respect of the new superintendent on the Galesburg division, and just as earnestly hope that he may so conduct the affairs of the company as to win the good will of those under him that they will deem it but a pleasure to do all that is right and proper that they should do. To the retiring official we tender our best wishes for his future success.

* *

A sad accident that in Chicago the other day where a funeral procession ran into a railroad train. We do not speak of this in any jesting manner. But it really seems to us, from the information so far gained that this is a truthful statement of the facts. When will the public ever learn to use even ordinary precaution when driving over railroad crossings.

* *

In the new order recently issued by J. D. Besler, general superintendent of the C., B. & Q. railroad, there is nothing that can be rationally said against it and so much that can be said in its favor that comment seems almost unnecessary, yet there will be some in all departments of the railway service that will meet together by the wayside and argue about curtailing a laboring man's appetite and drink-a-tite; also, the oppression of railway officials. There is, however, one thing, boys, that will naturally be the effect of this order, if its provisions are thoroughly carried out: those who are displeased with it, and who would be affected by it, will have a much larger bank account on Dec. 31, 1890, and their families will be a great deal better off and a thousand times happier, (many of them); they will be much more respected by society at large, and respect themselves far more. The time they now spend in these saloons and by-places, if allotted to reading and the pleasures of a goodly home, will furnish a fund of useful information and home comforts and pleasures that time will never efface. Railway accidents will be far less numerous. Many who are now gentlemen when sober will be gentlemen at all times. This portion of the world, and the railroad men who are in it. (both officials and employes) will be a great deal happier. So, if this be true, you need not wonder that we find no excuse to say aught against this edict of the C., B. & Q.



A HANDICAPPED MAN.

Whenever a horse enters a race carrying more weight than his competitor, it is a tacit or open admission that the horse so discriminated against is supposed to be the better animal. To equalize the chances, in a spirit of fairness, *to the owners*, handicapping is the method. The view the handicapped horse takes of the matter is not considered. Because he is stronger and fleetier than his opponent he must pay a penalty. His superior condition may be the result of painful exercise, careful dieting and hardship exercised toward him on the part of grooms that superfluous flesh may not counterbalance acquired fleetness. Undergoing such treatment until a probable winner. *Sporting* justice? by replacing horse flesh with human flesh, makes the probable only possible. Outside of interested parties the handicapped horse has the sympathy of lovers of the sport. Yet, should he lose the race, more or less of a cloud rests upon his name. The fact he *lost not why*, is paramount. A cloud once placed upon man or beast seems sufficient to offset all else, hence the proverb "Give a dog a bad name and hang him."

The railway conductor of to-day is a handicapped man. He must submit to a course of training often long, painful and full of risks, before securing the place. His training qualifies him to observe closely and estimate accurately. His mental capacity and clerical ability, resulting from his experience qualify him to, honestly, compete with other salaried railway servants he comes in contact with on equal ground. Here the spirit of *railway fairness* steps in in the interest of—let us say discipline—and handicaps him. The youthful agent, just from the telegraph office, not only tells him what to do, but advises *how*, with the alternative of "reporting" if unheeded, in which case long years of service seem not to weigh in his favor.

The traveling Auditor, although some young accountant, smart and capable, etc., nevertheless young, brings terror or awe to every agent along the

line whenever he appears. Why? The atmosphere of the general office pertains to and hangs about him. That's enough for the average agent to make him obsequious, while that same agent gets back his dignity so lowered by the unusual display of respect by proceeding to snub the first Conductor he comes in contact with officially. He believes, whether justly or otherwise, to report a Conductor to the general office, will pass as legal tender, and never neglects to offer such tender whenever he wants to strike a balance with said "Con." And with some agents that is daily.

Some "car inspector" of three week's experience, may in his mature wisdom, condemn a car in a train, no matter how late or how important time is to that conductor or his ten or twenty year's service, which says the car may safely be taken to destination, is not admissible, the mature (?) inspector marks it to "set out," and knowing some more "legal tender" will be offered unless complied with, the car is "set out," and the train's "laid" out in so doing. The traveling public also seem to understand how to proceed. If the aforesaid public take exceptions because the car is too warm, too cold or too dusty, or too shady, it will majestically, with pencil in hand, ask your name and number of train, threatening to offer more "legal tender" unless you comply with their demand, which being utterly impossible in many cases, it is frequently offered and the conductor called upon to "explain."

The traveling passenger and freight agent, are accorded, when on the road, all due respect. Why? Because of what they represent the general office and the approval of the general office.

Does any one know when the general office approves the conductor? The majority of the communications he gets from there begins with "why?" and ends with "explain at once." In the various departments of that office are many clerks, not simply clerks, but *general office* clerks. Although not like baby McKee their "grand-pa is

not President," they partake of the governmental authority and while under the same authority each one, in the line of duty may use the name of the "head" of his department whose authority he is under, the passenger, auditor, freight and car service departments, under cover of their "heads" through some clerical youth therein may administer a written rebuke or castigation to the common recipient, the conductor, without fear of consequence to himself, since the authority and name of his "head" of department protects him.

If the indignant conductor, wrongfully accused, through lack of care on the part of the clerk who accuses to ascertain who to accuse, should reply by letter, it must be couched in respectful language, regardless of the tone of the one received, because not of its sender, but of the "head" addressed, which head, doubtless, never sees the query or reply. Accusations have been made at random, and when the accused conductor personally replied, proving himself innocent, the answer has been "was *trying* to find the man."

It is said when a fight occurs at a Donnybrook fair in Ireland, the rule is to *hit a head wherever you see it, so you fight*. Likewise since the conductor represents no one but himself, every official, servant, and the railway public seem to think, since he is the only common head "hitable" with impunity, they will keep themselves and the conductor in practice, they believing the scriptural injunction, "It is more blessed to give than receive," the conductor realizing "to them that *hath* shall be given." Is he not like Ishmael, apparently: "Every man's hand against him." Do you wonder he is of a suspicious nature? hard to approach? and chary of his confidence?

The handicapped horse, as I observed in the beginning has the sympathy of parties not interested. But the handicapped man has generally only the sympathy of his kind, and each one is so busy attending to his own business he has time only for a passing glance at his fellow sufferers.

This is not written in a spirit of morbid feeling, but I venture the assertion that a canvass of the subject would prove my picture the rule more than the exception. I have only touched upon the matter. Many other methods of handicapping than those named are demonstrable. Let us keep training for the result sure to come, if true to ourselves and the teaching of the Order. Occasionally a man may be found who admits the difficulties we labor under. If we can make a possible winner's showing, carrying our present "weight," in the time to come we, or those who come after us, will be able to run a better race, then, for the efforts made, though handicapped, to run successfully, now.

S. E. F.

ELMIRA, N. Y., Jan. 27, 1890.

FOR THE CONDUCTOR: The 25th inst., Elmira Division No. 9, received an official visit from the A. G. C. C., C. H. Wilkins. To say we were pleased with his visit is feebly describing it. Brother Wilkins is thoroughly posted in the new work and has a faculty of explaining that few are master of. We all feel that it was good for us that we were present, and those who were necessarily absent, missed a great treat. Brother Wilkins was present at our ball, on the night of the 24th inst, a full account of which appears in the Elmira *Sunday Telegram*, of January 26, 1890. I herewith send clipping.

T. B. HEWITT.

THE CONDUCTOR'S GRAND BALL.—The pleasantly anticipated ball of Division No. 9, Order of Railway Conductors, occurred Friday night at Bundy hall, and as was expected the affair was a magnificent success. The Order of Railway Conductors is one of the strongest organizations of train employes in the United States. Its membership is very large and embraces nearly all the freight and passenger conductors in the country. Elmira Division, No. 9, is composed of 134 members in good standing, and nine-tenths of the conductors on all railroads centering in this city are enrolled as members. The great popularity of the division is an assurance that whatever is undertaken by the lodge will be successful, but the most sanguine member of the local branch could hardly have thought, that the attendance at the first annual ball would be so large. The scene in the ball room was strikingly beautiful. For days before the night of the ball, a hard-working committee, under the direction of a decorator and designer, had toiled early and late in the ball room, and as a result of their labors, beautiful Bundy hall looked like a bower in fairy-land on the night of the dance. Hundreds and hundreds of feet of evergreen rope gracefully clung to the side walls,

AND SWUNG IN SEMI-CIRCULAR

shape from the ceiling. Beautiful colored lights peeped out here and there from silver-plated lanterns, festooned with flowers, and in front of the partially concealed orchestra an archway of evergreens and flowers rose over the portrait of the good-looking Grand Chief Conductor of the Order of Railway Conductors, C. S. Wheaton. The flag of the nation was proudly elevated above the arch, and silken banners, the property of Division No. 9, hung in the front part of the hall. Mrs. C. S. Wheaton, who was present in the early part of the evening, accompanied by her sister, brought with her a beautiful basket of rare flowers, which were accepted by the brotherhood committee with many expressions of gratitude, and placed on a stand beneath her husband's portrait. Numbers

of the members of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and of the Brakemen's Brotherhood, were present, and when Conductor Thomas W. Keefe, of the Delaware, Lackawanna & Western road, and C. S. Whitney, of the Northern Central led off the grand march

TO THE INSPIRING MUSIC furnished by Casady's orchestra of eight pieces, fully 400 handsomely attired ladies and well-dressed gentlemen, followed the two popular railroad men through the intricate evolutions of the opening promenade. There was twenty-four numbers on the dance programme, and at the completion of the first half, an intermission was taken for supper, which was served at the Arbor. C. H. Wilkins, Assistant Grand Chief Conductor, who is a member of Division No. 41, of Chicago, Ill., expected to be present, but his train failed to make connections. The Grand Chief Conductor C. S. Wheaton, was also unavoidably absent. The ball was a success in the full meaning of the word, and a finer body of ladies and gentlemen never assembled in a ball room. The toilets of many of the ladies were grand, and all the maids and matrons assembled were handsomely attired. Stalwart and good-looking the railroad men appeared, and courteously and hospitably did they entertain their guests. Every one was made to feel at home, and as one of the young misses remarked, in the bearing of the reporter: "These nice looking conductors are as gracious a set of gentlemen as ever I met. They won't let a girl be a wall flower if she wants to. Every girl I know has her programme filled." Among the visiting members of the Brotherhood of Locomotive Engineers, were John Dennis and lady, Ben Doolittle and wife, M. Cantlin and lady, Tom Demorest and wife, Robert True and wife, Tom Bazan and wife, Michael Cotter and wife, Dan Keefe and lady. T. B. Hewitt, Chief Conductor of Division No. 9, did yeoman services as a member of the floor committee, and C. E. Stickles, Assistant Chief Conductor of the Division and grand floor conductor, covered himself with glory in the estimation of his brother conductors. Mr. Stickless worked industriously to insure the success of the first ball, and the splendid result of his and the committees' labors, must give the division great satisfaction. The ladies' souvenir programmes were really beautiful and many an exclamation of delight, surprise and pleasure escaped from the lips of the fair ones who received them. The floor committee was composed of Chief Conductor, C. E. Stickles: aids, M. C. Slattery, T. B. Hewitt, W. S. Whitley, T. W. Keefe, J. T. Walsh, M. A. Walsh, C. Lippincott, M. P. Holleran, E. C. Osterander. The following letter of regret was read

from William P. Daniels, Grand Secretary and Treasurer:

CEDAR RAPIDS, IOWA, Jan. 16, 1890.

C. A. Wood, Secretary of No. 9, 209 Gillinan street, Elmira, N. Y.:

DEAR SIR AND BROTHER: I am in receipt of your kind invitation and complimentary to the first annual ball given by No. 9. I regret very much that I shall not be able to be present and avail myself of your kindness. I know by the past something of the hospitality of No. 9, and know what I shall miss by not being able to be present.

Yours truly in P. F.,

WILLIAM P. DANIELS,

Grand Secretary and Treasurer.

Editor Railway Conductor:

DDAR SIR AND BROTHER: With your permission I will give you the new officers of T. H. Division No. 92: R. J. Lee, C. C.; J. W. Caskey, S. & T.; F. L. Campbell, A. C. C.; C. H. Arthur, S. C.; R. J. Harshman, J. C.; B. R. Dunn, I. S.; A. J. Hordesty, O. S. G.; L. Helmer, Delegate; C. H. Arthur, Alternate. The members failed to elect any one to the position of "General Kicker."

H. M. Kearne, late A. C. C., has been made extra passenger conductor and looks fresher than a "No. 3," mackerel and finer than split silk in his new uniform.

Col. A. Black, one of the "two orphans," has been made extra passenger conductor to the extent of taking the pay car west, and some of the knowing, say if you had a red apple for him, you would have to give it to him with a long stick. Such is life, and none but the wealthy can enjoy such luxuries.

Terre Haute division is prospering, and has a solid front, and don't you forget that some day the few who have failed to take membership with the Order, will find that they have waited too long. No, No, boys! When you want to use the Order you will find that the thing wont work. Every good, sober, honest and moral man can have membership with us, who has served the requisite number of days as a conductor, and in return for his having taken brotherhoodship with the Order, you have a standing with all first-class railroad companies, that otherwise you cannot acquire, then the insurance for a man filling the extra hazardous place of freight conductor is good, and cannot be duplicated with any accident insurance company doing business in any state today. Doubtless many can call to mind some poor mother and little ones who are today in want, from no other cause, than the one they was dependent on, failing to do his full duty in providing for such a contingency.

Yours in P. F.

"VERITAS."

LOGANSPORT, Ind., Jan 25, 1890.

EDITOR RAILWAY CONDUCTOR: I take pleasure in informing the Order generally, through the columns of the CONDUCTOR, that Logan Division No. 110 has two correspondents this year instead of one, as heretofore. This state of affairs was brought about particularly on account of your humble servant, who, I must acknowledge, was clamorous for office, and to be plain, I did make a brilliant fight for out side sentinelship, but got in the soup. So to keep things harmonious in the division, they created the place for me which I now with dignity hold. Bro. Finrock, my colleague, pulls his end of the rope at Richmond, where he had it stretched to suit his convenience and the vigorous jerks he gives it at times, when writing in his usual earnest and logical way, proves that one of 110's correspondents at least, believes in earning his salary. Our worthy chief, Bro. F. F. Barnett, was elected by acclamation, to succeed himself in the chair which he has held for the past five years; also our worthy secretary was re-elected. Those two are really the most important officers, and it is with pleasure and satisfaction all around that the result of the, balloting left them where it found them, and we all join in saying God bless old Commodore and save a little for Bluebeard (Alexander.)

At this writing about two hundred and fifty (250) of our Pan Handle employes are down with the La Grippe, about two thirds of this number are train men and I might add that I had a chunk of the aforesaid.

Passenger business with us is rather quiet at present, while the great volume of freight going over our lines, taxes our transportation facilities to its uttermost; taking everything into consideration we can not complain, and those that will murmur in the face of all the good things they fall heir to, we send them to our gray haired chief who tells them to look at things philosophically and be glad they are no worse.

Yours in P. F.,
L. M. D.

GALESBURG, Ill., Jan. 25, 1890.

DEAR EDITOR: Will try and acquaint you with all I know about the Q. We are all a suffering community with the "Grippe." Train master Kimber says, 40 men, brakemen and freight conductors are down, and he finds it difficult to make up trains, for lack of crews.

Bro. Cal. Dickerson is very sick at Quincy, Bro. Tom. Moline went there to take care of him. Bro. M. H. Mount has been very sick, but is better and will soon take his run. Others, too numerous to mention, are in the same boat.

Our latest news from headquarters is the resignation of our old friend and benefactor, F. H. Hilton, from division superintendency. The boys all feel bad, as Hilton was one much loved and respected by all railroad men.

Supt. Herr, of St. Louis division, will take Galesburg division, and Mr. Throup goes to St. Louis division. He was late road master of the Chicago division, and his vacancy will be filled by Mr. Fred Allen, of Galesburg division, civil engineer of the Q.

Our late Bro Kimball, is said to be a passenger conductor on the U. P. Good for him. He is a good one, good enough for any of them.

Bro. J. M. Peck is drilling the men on the book of rules. J. M. is "up to snuff" and what he can't make, the boys understand there would be no use of any other conductor trying.

The road is in very good operation, and everything is running smooth.

One thing more. If a brother, when reading this, should know of the whereabouts of Bro. Boynton, and would be kind enough to notify Division 83, he would confer a great kindness on me. Bro. B., was last heard from on the West Shore line.

Yours in P. F.,
Bro. J. K. HOWLAND,
Division 83.

There is a model and novel railroad in Pennsylvania near the Cornwall ore hills, called the Mt. Gretna Narrow Gauge.

Starting at the entrance to Mt. Gretna Park, a noted resort for picnic parties and encampments of the National Guards of Pennsylvania, and running four miles to Governor Dick, a station of the United States coast and Geodetic Survey and the highest point of the South mountain.

The average grade is 233 feet to the mile and the heaviest grade is 265 feet. Gauge of road twenty-four inches.

The locomotives are the American pattern of passenger engines and are as complete and handsome as the best "standard." The cars are of the observation style and seat fifty-two people.

The road opened on the 23d of June, 1889, and closed for the season on Oct. 31st. Over 20,000 passengers made the round trip between the two dates above mentioned, and about 600 more were carried on the Rifle Range Branch during the week in September that the rifle teams of the National Guard practiced.

During the coming season, the whole of the National Guard, of Pennsylvania, about 8,000 strong, and about 1,500 regular troops will encamp at Mt. Gretna, at the same time, and then, the sturdy little two footer will make a showing that plenty of "Standards" would be proud of. R.

BROTHER EDITOR: After quite a long vacation Champion Division 227, has gathered around the standard once more, and on Sunday, Jan. 19th, we had a good meeting and started the year 1890, with renewed hope and determination. Bro. E. Clark visited us a few weeks since and at an informal meeting gave us many words of kind encouragement, and we believe today that the future of Division 227 is all O. K. The brothers of Division 227 are scattered far and wide, yet we are proud of this fact, that with very few exceptions they have been true to us in every hour of need, and often during the year passed have expressed their loyalty in a manner that admitted of no doubting. We have lost two of our most worthy brothers, G. E. Ford and F. Friberger, who have taken cards to join at Ellensburg, W. T., and Horton, Kan., our best wishes go with them to their new home. They are worthy a place anywhere in the ranks of our army.

We have had several accessions by transfer of late and welcome to our division Bro. Ward, from Des Moines; Bro. Weisman, from Omaha, and Bro. Bennington, from Wymore. We were more than willing to extend to these brothers the right hand of fellowship, because just now we need them in our business. The door of 227 is still open for more of our brothers away from home and in need of a mother's watchful care. Hand in your cards, brothers, while the spirit of adoption is upon us.

We wish we could say today, that prosperity and happiness attends many brothers of Division 227, but memory takes us to the home of our aged Brother D. Williams, of Nebraska City, who has been confined to his house for the past year by the loss of a part of his foot. Bro. Williams had no insurance and this long siege of time lost, and additional expenses make him an object of our especial care just now. Bro. Williams' case is an argument in favor of insurance, that we wish could be impressed upon the mind of every man who follows the calling of a conductor. We are circulating a paper for Bro. W., and hope to be able to lift a share of the burden he is called upon to carry just now.

We have put the reins of government for the year in good hands, as the following will show: C. C., T. J. Lyon; A. C., C. S. Raney; S. & T., O. S. Ward; S. C. Hardey, J. C., A. K. Waldron; J. S., A. K. Day; D. O. Shea, Delegate; E. Whyman, Alternate, with J. T. Wereman, executive committee for three years. And so once more we are headed for the front and look out for us.

And now Bro. Belknap, if your good judgment does not consign this to the waste basket, I'll set 'em up next time we meet.

Yours forever in P. F.,

L. 227.

MARTINSBURG, January 24, 1890.

DEAR BROTHER EDITOR: For the first time since our organization I have the pleasure to communicate relative to the business on the B & O. It is simply immense. They do not have sufficient rolling stock to move their traffic or freight. Their yards are full east of the Ohio River, especially in Grafton, Keyser, Cumberlred and Martinsburg. Their greatest effort is made on Sunday. More trains are moved on the Lord's day than any other day in the week. They either borrow or contract with the West Virginia Central, G. & C. C. and C. P. on Sunday for their engines, as these small roads do not work on Sunday and what a blessing that is. It is with sorrow I have to send to you the intelligence of Bro. S. Rockwell's sudden demise. It should have been sent to the RAILWAY CONDUCTOR a month ago. It was a misunderstanding between myself and the Secretary. I now send you the resolutions of respect for publication. I desire it to appear in the first journal in February. I remain

Yours, in P. F.,

WM. W. DARBY.

BINGHAMTON, January 27, 1890.

EDITOR CONDUCTOR: Permit me through the columns of the RAILWAY CONDUCTOR to inform the brothers of the O. R. C. that I have associated myself with Mr. N. Schubmehl, of Binghamton, manufacturer of the C. B. & I. F. cigar and am hustling and doing all I can to introduce and place on sale this famous brand of cigars.

And as all brothers who read the CONDUCTOR are aware that the Benefit Department of our Order receives \$1.00 per thousand for every thousand sold I trust that all brothers will do what they can to further the sale of this cigar.

And, brothers, I am convinced that with your co-operation and with diligence and hard work on my part a nice revenue will be created for the benefit of our noble Order.

Yours in P. F.,

GEORGE VINCENT,

Thomas Dickson Division, No. 171.

JACKSON, Michigan.

Editor Railway Conductor.

DEAR SIR: At a regular meeting of Wolverine Division, No. 182, Monday, December 6, the undersigned were appointed Division correspondents by acting Chief Conductor C. Cooper. We have had considerable experience in the correspondence business, being regular contributors to "Our Train-Master" and "Lost Freight Agent" with an occasional paper to "Our Superintendent."

Wolverine Division is in fair condition, the only fault being that the boys do not attend meetings

as regularly as they should, there being only about twenty present at the last meeting, when there should have been forty. Brothers Lockwood and Slayton were given the new work in an able manner by the new officers, and Conductor Dave Sweeney was given the work of the first degree and the Division closed until the next regular meeting.

Bro. Campbell is taking a vacation from punching tickets on the Sagnaw limited.

Bro. C. S. Loomis is laid up with the "Grippe," as also is Bro. Harris.

Bro. Dave Danaher is on the Santa Fe.

Bro. H. L. Emans is running freight on the Wisconsin Central.

Bro. Stephens has got a dose of the La Grippe.

Bro. Charles McClary was in town a few days this week. Charley is just as fat and jolly as ever and relishes a visit with the boys just the same.

Brother Dan Campbell has returned and gone on his run.

D. H. Hurst, for some time assistant train-master of the Saginaw and Mackinaw Divisions, has been appointed train-master of the same, thereby relieving Assistant Superintendent W. J. Martin of a part of his duties.

A new passenger house is going to be built at Chesaning, and it is a nice one, too.

The following statement of Wolverine Division, No. 182 shows it to be in a healthy condition, but does not show the improvement it would if all the brothers would take a little more interest and bring in new members. There is plenty of material if you would only use it.

At another time I shall say something of the M. B. Department.

One item here every member of this Division should be ashamed of. I know I am and shall try my best to mend it. Average attendance at meetings 11, only 1 in 6. Certainly this can be raised and your attention being called to it is all that is necessary, I know. If you are going out or have just come in, call at the Division and stay a few minutes. You then know what is being done and can understand what is being done.

W. A. S.

Statement omitted.—Ed.

AUSTIN, Texas, Jan. 24, 1890.

Editor Railway Conductor.

DEAR SIR AND BROTHER: I see so many names of the old Grand Division of 1880 and St. Louis that the ordinary desire to shake that has possessed me for ten years has culminated in this infliction upon your time, etc., and I want to pat myself on the back a little for being one of that body who first elected C. S. Wheaton, our present

Grand Chief and re-elected W. P. Daniels as Secretary and Treasurer. Also congratulate the Order and succeeding Grand Divisions upon the wise course of having retained them.

I wonder if the boys have forgotten our trip to Texas and return. How, after completing the actual business of the G. D. and discussing the excursion *some one* offered a resolution prohibiting the carrying of any intoxicants on the train, and which was unanimously carried. (Good place to stop.) How Morford Ferris demanded his immediate attention. Prof. Wilson had to return to duty. Sadd. looked so. Southwick forgot to pay me that 25 cents, or contracted the debt—was a little rattled myself. No excursion before or since came so near falling through. I think Ex-Grand Chief Morford hinted that his wife was a steady drinker or carried the bottle for one and that it would be unsafe to make a change of climate with her, etc., etc. The fact soon developed that all the ladies were to a man steady drinkers. The resolutions was amended to the effect that stimulants might be carried for medicinal purposes. Things looked better and we started. Right here is where Russia is knocked out and right there is where the epidemic "La Grippe" started. Every Con. in that train had *it*, and every *it* had its remedy in it. How, during the first day the ladies, headed by Mrs. Pop. Wilson came for, won and collared the most modest and retiring Cons. (No occasion for laughing on the back seats. That was ten years ago) and took them back to get acquainted. I was not collared, but have cultivated modesty from that day. Our flying trip to Hot Springs, on which by the way, our only casualty occurred. Some broad-gauge man struck the narrow-gauge for the first time, have forgotten the name, but he was tried, convicted and sentenced then and there, and penalty paid, and we smoked. Our dedication services in No. 59's hall, the delightful hop at Texarkana, under the then new electric light, that was out often enough to make the husbands cuss, which did not count for much, and right here is the first and only time I ceased to regret the absence of my wife during the trip. The Gulf, San Antonio Division and good-byes, well boys I have never ceased to be proud of having belonged for one short week to one of the largest and happiest families in existence.

I have made three trips north and east, over to New York and back through Canada, Chicago and St. Louis, but met none of that family but Uncle Pop Wilson. He was busy and I was sleepy, and I find it is against human nature to love any man's wife dearly and dote on him at the same time, so I retired with a God-bless-him and his kind

hearted lady, to find myself off of his division and in America once more. Shake.

Yours in P. F.,

W. C. MORRILL,

Division No. 53.

P. S.—The man that offered that resolution has never been heard from since and the recollection of that "dull, sickening thud" is associated in my memory with that of a noble duty, well and faithfully performed. M.

SEDALIA, Mo., Jan. 24th, 1890.

Editor Railway-Conductor.

DEAR SIR AND BROTHER: Queen City Division No. 6, will give the first ball since its organization on Feb. 21st, 1890, eve of Washington's birthday, Sicher's park, this city. Will also hold a union meeting on the 22d and 23rd of same month. This is the first union meeting our Division has attempted to hold. We are centrally located, surrounded by many Divisions of the Order, and a large attendance is assured. The 22d annual session of the Grand Division is near at hand; live issues of vital importance to the conductor of to-day will be presented and discussed at this union meeting. Much has already been done for the conductor's of the Order; there yet remains much more to be done. We are becoming sluggish and inactive in the work. The day has come when every conductor of the Order must be up and doing, if we would make the Order what it should be—a protection and benefit to its members—the more union meetings we hold the better qualified and prepared are our delegates to legislate for us at our grand conventions. Let us meet together and discuss our needs, exchange opinions, and thereby devise some plan, or course of action that will result in a benefit to us as individuals and as an Order. Our Grand officers will be present at this union meeting, and a pressing invitation is extended to every member of the Order to attend. Come on the 21st in time for the ball. We will give you a hearty welcome, and a royal entertainment. Bring your wife (you who are fortunate in having one) and we will guarantee you a joyful time.

Yours in P. F.,

QUEEN CITY DIV. No. 60.

The Sunday Question.

We notice a disposition in some localities to seek relief from Sunday labor through the aid of legislation.

This we believe to be an unwise movement, and will result in no benefit to the employee, not that we think legislation will be difficult to procure, on the contrary the railway is a favorite topic with the average jurist, but when he is allowed to

prescribe the duties of manager or operative, a very "pretty mess" he usually makes of it.

The experience of railway employes with legislation, has never been satisfactory, and until more practical railroad men are found among our law makers, that experience must continue to be unsatisfactory.

We believe that much better results will be obtained through a co-operation of officers and men than will ever be the case with legislation.

That Sunday labor can be curtailed to any great extent is an impossibility, when the demand is constantly increasing, as seems to be the case at present. For though ministers may preach, and editors write in opposition to the subject, the fact remains, that the people at large are constantly calling for more, and more accommodations on the Sabbath, and the granting of these, means an increase of labor.

Instances are not rare, where a newspaper has, in its Saturday edition, assailed the management of a railway for its ungodliness, in compelling its employes to work on Sunday, and in its Monday issue, has accused the same management of being unfit for its position, in that it failed to provide enough accommodation for the Sunday traffic.

Ministers have been known to exchange pulpits, and to save hotel bills, have remained at home until Sunday morn, and taking a convenient train ride twenty or thirty miles, to deliver a thrilling appeal for the better observance of the Lord's day, returning home (via. the railway) the same evening, and while these lines are being penned, the telegraph informs us that the ministers of Milwaukee have, on this Sabbath evening, each of them, a public hack at their service, that they may more effectually denounce Sabbath desecration.

It is a well-known fact, that Sunday has for some time past, been the day of heavy traffic on all the lines of transportation, in and around the city of New York, and that traffic is constantly increasing.

We are informed that this is the case throughout the country, but we speak particularly of New York, because more advisedly, and because we believe, that in this, as in all lines of business, New York sets the pace which all others aim to follow.

Sunday in New York is the day of extra trains on the elevated railroad; the day of crowded horse-cars and stages; the day of enormous crowds, "via," all rail and boat lines which lead to any of the popular resorts.

It is a significant fact, that when a certain transportation line in New York city, was purchased by a wealthy resident of the city, for the sole and only purpose of stopping Sunday traffic on that line, it became the victim of a boycott, so relentlessly enforced, that it showed a large deficit in

revenue for the first six months, followed by a still larger deficit in the next six months, and it is now proposed to curtail the privileges of the line by legislation, unless the owner shall agree to restore the Sunday traffic.

Merchants and business men, (many of them prominent in the church, and themselves strict observers of the Sabbath,) demanded for their merchandize a more speedy transportation than was accorded passengers, but a few years since, and they promptly withdraw their patronage from those lines which refuse to grant it.

In view of these facts, which prove conclusively, that a large majority of the public demand more, rather than less accommodation on the Sabbath, Any attempt to curtail those accommodations by legislation, must result in a compromise, in which politicians will attempt to please all parties, and as usual will satisfy no one, but will succeed in embarrassing the railway managers, and as experience has proved, will add to rather than diminish the labor of the employee.

The men on a certain line running out of the city of New York, some time ago recognized the necessity for Sunday labor, and casting about for some relief, consulted with their officials and succeeded in formulating a plan, which after two years trial, gives as satisfactory results to both officers and men, as it seems possible to arrange, so long as Sunday labor must be done.

A sufficient number of extra men are employed to give every man who works on Sunday, one day in each week, the extra men themselves working but six days a week.

As each man receives the same day off each week, the extra men have their regular week's work, and in this way more men are provided with employment than would otherwise be the case.

The oldest men in the service are the ones exempted from all Sunday work, taking that consideration as one of the perquisites belonging to long and faithful service. This, we believe, is the best arrangement that can be made, and results more satisfactory to all concerned, than can ever be the case with legislation.

This arrangement, we believe, can be made with any management if approached in a proper manner and the matter fully explained.

Yours truly in P. F.,

A. S. OSTRANDER.

"California on Wheels."

SEDALIA, Jan. 27, 1890.

EDITOR RAILWAY CONDUCTOR: Our first letter ended with our departure from Houston, for New Orleans, stopping en route at Orange, Lafayette

and New Iberia, thence through to the Crescent City. We were again fortunate to have some of the O. R. C. boys call for our transportations and I can assure you it took only a few moments for us to find out whether they belonged to the Order or not, in fact we believe we can tell by the looks of a conductor, whether he is one of our kind or not. May that be as it will, we found all of them kind and accommodating.

Being under the care of F. Farnsworth, of Houston, Division No. 7, into New Orleans, we found him a most agreeable and courteous gentleman. We were next taken in charge by Conductor Jackson on the T. & P. Railway, from New Orleans to Boyce and from there to Shreveport under the genial W. D. Derby of Division No. 57.

While at Marshall we had the pleasure of meeting Brothers C. Sheftall, Division No. 57; J. A. Starling, Division No. 59, and C. F. Goodudge, Division No. 89. All these gentlemen looked so cheerful that I was at a loss at first to understand the real cause, but shortly discovered that they all had cards from their division in their pocket for the new year. So, brethren, pay up your dues, get your cards and look happy. I have made up my mind to do it; for I feel real cheap when the boys show their cards and all I can do is to display one for 1889, but I can promise you I will be loaded for bear after this, at least, as soon as Sec. J. E. Dillon can send me one for this year, then I give you all fair warning, the man I meet, that has not one, will be made to feel, as I do now. Well, I have entirely gotten off my subject so will return: From Texarkana to Little Rock we were in charge of C. C. Gass, Division No. 131, where we also met one of our old friends, W. T. Kelly, who used to run trains opposite me on the U. P. Railway, in early days, but who now fills the position of division superintendent of the St. L. I. M. & S. Railway, and all the boys sing his praise as being one of the best, again proving my theory that none but old conductors will make good superintendents. Also met a number of the O. R. C. boys at Memphis, but cannot find their cards, having mislaid them.

We were taken into St. Louis by Bro. J. H. Daté, of Division No. 31, and a host of the O. R. C. brothers called on us while in St. Louis. But at no place on our journey have we had such a pleasant surprise as was given, at this place yesterday afternoon; was sitting at my desk in the car, thinking we were strangers in a strange country, when a rap came at the car door and in walked a fine looking gentleman who introduced himself as belonging to Division No. 60, of this place, Bro. J. H. Doyle. He informed me, that a brother was waiting on the outside to see me, but imagine my surprise, when stepping out on the

platform, there at the end of the car were eighteen brothers, waiting to welcome us, involuntary the expression rose to my lips, as stepping from the platform and grasping the hand of each of these knights of the punch and lantern, God bless the Order of Railway Conductors, and may every member of it enjoy the peace, comfort and happiness they so richly deserve. We immediately adjourned to the Exhibit car San Antonio, and held an informal meeting, in which I fear, I did the most talking, but know you will forgive me when you stop to think that I was away from home and was very much pleased to meet those who came, proving the principles of our Order. I say with all fervor, God bless the boys of Division No. 60, and may their welcome be as cordial to all strangers as to me.

Brothers, to our city of the Golden West, (El Capitan Division No. 115,) we bid you a hearty welcome and hope it will be our good fortune to, some day make you all feel as happy as you did your humble servant on Sunday last.

Having already taken up too much of your valuable time, will now say good bye.

Will drop you a line, if you desire to hear from us while on this ramble.

"WANDERER."

"Drop"—Ed.

CONNEAUT, Ohio.

TO THE EDITOR: Nickel Plate Division, No. 145, Conneaut, Ohio, will hold its sixth annual reception at Lincoln Opera House on the eve of February 21, 1890.

The division extends a cordial invitation to all brothers. Would be pleased to make this a grand reunion as well as a ball. To the brothers afar who might chance to be near by just give us a call and enjoy yourself by skipping the light fantastic toe. To the brothers of divisions near by, please lend us your presence to make this a reunion as well as a ball, and we will guarantee to all our brothers that on this eve we will be wide-awake and will not be caught napping on duty.

Remain yours, in P. F.,

NICKEL PLATE DIVISION, No. 145,
Conneaut, Ohio.

AURORA, Ill., December, 26, 1889.

EDITOR CONDUCTOR: As I mentioned in my last letter my orders were "imperative" in regard to "writing something" and as you were good enough to make place for my first article in the CONDUCTOR I will in this letter endeavor to give the names and runs of the conductors in the passenger service of the C., B. & Q. R. R. running out of Chicago.

I will however first say that all passenger conductors out of Chicago are under the immediate supervision of Mr. L. D. Howland, Assist. Superintendent, himself an old conductor of many years standing, who yet looks back with pride on his long and honorable record, and has always a good word for any deserving one. With an acquaintance extending from old Vermont to the Pacific Slope, ably assisted by Mr. J. H. Putney, who, although young in years, is fast climbing to the top of the ladder. Of these two gentlemen I make this brief mention wishing that all conductors had the pleasure of working under as pleasant, agreeable officers.

On 7 and 8, *the fast mail*, we find Bros. Poole and Cone of 96, and Brother Frank O'Neil of 83, who has the misfortune of looking like some one else. On 13 and 14, Bro. Frank Murray of 96 and Scott Dewey, an old timer, whose hair has grown gray in the service of the "Q". On 5 and 6 Bros. Tom Hartman of 96, and J. A. Ripley and Uncle Henry Powell, all three pleasant, painstaking gentlemen. On 15 and 16, the K. C. Eli, Bro. C. F. Johnson, of 83 and Neal Ruggles, who most every body knows. For years he has held down his end of the train, always the same, rain or shine, one whom 'tis a pleasure to meet and a sorrow to part with. On 3 and 4 we find Bros. F. H. Reese and E. H. DeGroot, of No. 96, and Conductor J. H. Collivar; on 1 and 2, the Denver Express, are Bro. Weirs, of No. 31 and Al. Taylor and Frank Hughes, who is always ready with advice to younger conductors and likes nothing better than to sit down and tell how we used to handle things when I run the way freight on the Quincy branch; and lastly, on 9 and 10, Conductor O. S. Williams who holds down, and still keeps the run as popular as in *Billy's* time.

On the Aurora runs are Brothers P. B. Crance, Tim Chase, J. T. Downey, C. D. Rosetter, all of No. 96, and Conductor C. F. Babcock; on the short, Downer's, Grove and Clyde runs, Bros. Frank Kieser and Jack Hawks, of No. 96, and Conductors J. Rutherford, Cal. Rhea, Harry Thurston and Chas. Walters; on the C., B. & N. runs are Bro. Tom Flynn, C. C. of No. 96, Bro. J. W. Meek and George Wheeler, of No. 96 and Conductor Sam Killum.

Thirty-seven miles west from Chicago we strike Aurora where several branch lines diverge from the "Q," and on the F. R. line, Aurora to Streator, sixty miles, Bro. Bob Childers, of No. 96, on the night run, who with his able side partner, Conductor Wm. Richards, assist in making a ride over the branch one of pleasure and enjoyment. Running in connection with these runs out of Streator over the "scenic route," the I. & N., is Bro. Ben Reynolds, No. 96.

On the C. & I. between Aurora and Rockford, Forrester and Dubuque, are Bros. Nig. Ward, Wm. Clancy and Dave Kelley, of No. 96, acting in concert, with Conductor Sam Dean, and on the Clinton branch, Mendota to Clinton and Fulton and Rock Island, the old reliable stand-by, Bro. Jack Dano, with his accomplished assistant, Bro. Wm. Tobin, both of No. 96, faithfully hold the fort there, are all the conductors in the passenger service of the "Q" out of Chicago, and this Division on regular runs. On the extra list are Bros. H. A. Mahone, C. D. Judd, A. A. C., J. F. Trahey, S. C. of No. 96, and Conductor Tom Hillman.

I cannot close this letter without mention of Bro. B. F. Boynton of the Rock Falls branch. Doc. stands to-day the oldest conductor in the employ of the "Q;" the records in the Superintendent's office at Aurora shows him commencing service in 1852. How many can beat this?

With the annual report of the Secretary of Division No. 96 I close this letter, and some time will give you the names of the conductors in the freight service of the Q. Yours, 96.

To Officers and Brothers of Belknap Division, Number 96:

I herewith submit for your approval my first annual report of the finances, and of work performed by this division for the year 1889. Although the year has been very prosperous in many ways, yet there were times when it was impossible to meet our obligations, as our expenses far exceeded our income and our surplus funds were not available. During the year we have added seven new members to our rolls, six by initiation and one by card, and rejected two petitions, and have transferred three brothers to other divisions and one brother has withdrawn from the Order, and I am sorrow to say that we have suspended two brothers for non-payment of dues, and expelled one for violation of obligation, leaving sixty-four members in good standing. We have had but two visitors during the year and an average attendance of seventeen, which is not a very good showing for a division of sixty-four members. I take pleasure in calling your attention to the record made by some of your officers. Your C. C. has attended every meeting during the year; S. & T. eighteen; J. C., eighteen; I. S., nineteen; O. S., eighteen, and your A. A. C. and S. C. have attended but two, as it was impossible for them to attend owing to their removal from this city.

It has been my sad duty to record the death of our late Bro. F. E. Rand, who in life proved himself worthy of the love and esteem of all Bro. Rand was insured in the Benefit Department of

the Order and I think it would be well if more of the brothers would follow his example in this respect, and right here let me ask some of the brothers that are insured if it cost any more to pay your assessments when received than it does when the time has about expired. As we are liable to meet death without a moment's warning, did you ever stop to consider the position that such an event would place your family in, by thus letting your assessments run. Four brothers have forfeited their insurance this year, and I would like to ask the brothers if they are doing justice to their families or themselves in forfeiting their insurance because they have had bad luck, when by letting the division know their circumstances their assessments could be kept up until such times as they were enabled to do so themselves and not let a little false pride stand in their way. Some of the brothers may think that I am putting it pretty strong, but I for one do not think so. If more of the brothers, not of this division alone, but of all other divisions throughout the country would consider this matter more seriously there would be fewer appeals for assistance, and less suffering on the part of helpless women and children. During the year we have had twenty appeals for assistance, which I am sorry to say, owing to our financial condition we have been unable to answer but two. This, alone, speaks volumes for the necessity of the brothers being prepared for a rainy day, which is liable to befall any brother. Since becoming your Secretary and Treasurer I have handled of your money as follows:

Jan. 1, 1889, cash on hand, \$868.71; Dec. 15, 1889, dues and fees, \$313.15; rent for hall, \$50; division cards, \$16; widows' and orphans' box, \$8; borrowed for six months, \$50; interest on money, \$62.73. Total, \$1368.59.

Dec. 15, 1889, Grand Division dues 1888 and supplies 1889, \$109.10; rent of hall and gas, \$161.73; janitor's fees, \$38; fees and dues returned, \$17.50; sick benefits, \$255; appeals for aid, \$8; delegate's expenses, \$85.50; miscellaneous expenses, \$56.61; floral design, \$71.50; note and interest paid Dec. 2d, \$54.10; money loaned for six months, \$50; Cash on hand, \$462.05. Total, \$1368.59.

During the year I have tried faithfully to fulfill the duties of my office. If I have been in error, it was of the head, and not the heart. With many thanks to the officers and brothers for their kind assistance, and the prompt manner in which you have paid your dues, thereby saving your secretary an unnecessary amount of trouble, and hoping that the ensuing year will be a pleasant and profitable one to all, I remain

Yours in P. F.,

W. E. LINDSAY, Sec.



CONDUCTORS' RECEPTION ON THE COAST.

Some time has elapsed since the meeting of the "Old Reliable" Conductors' 22d Annual Convention, which met in San Francisco, October 22nd, 1889. Yet we believe it will be of much interest to the railroad employes to know how royally their co-workers were received by the railroad companies, their employes and the citizens of the Pacific States. Our party, numbering one hundred and seventy-five conductors and wives, left St. Louis on the 15th, by special train, composed of eight Pullman, one coach and one baggage car. They were presented with an unique time card with compliments of the Missouri Pacific Railway, who gave free transportation over their line. At Jefferson City, Mo., a stop was made for dinner, where the entire party were presented with bouquets of fresh cut flowers and other souvenirs by the employes of the Missouri Pacific. At Kansas City, Missouri, we were tendered a magnificent banquet on the evening of the 15th. We breakfasted at the Millard in Omaha, on the 16th, and had a few hours to look about the city. The entire party were given free transportation over the Union Pacific to Ogden via Salt Lake City. The ride to Grand Island was over one stretch of undulating prairie, covered with luxuriant corn fields and fine stock farms. At Grand Island we took a halt of thirty minutes, for dinner. At 8 o'clock we arrived at North Platte, a town of about six thousand inhabitants, situated in the Platte valley. Here we stopped long enough for supper, and were sorry we could not prevail on the conductor to halt long enough for us to call on Buffalo Bill, whose ranch is only three-quarters of a mile distant. When he assured us the honorable gentleman was across the water, we desisted. At daylight on the morning of the 17th we reached Sherman, 8,274 feet above sea level, the highest point reached on the trans-continental line between the Missouri river and the Pacific ocean. Here is located the Ames monument, a pyramidal granite structure sixty-five feet high, with a base of sixty feet square, which was erected by the

Union Pacific company to the memory of the Ames brothers, to whom the completion of the Union Pacific is largely due. Near by is Hippopotamous Rock, one of the points of interest in this vicinity. Just beyond Sherman we came to Dale creek bridge, one of the most remarkable sights of the overland trip. It is an iron structure, and stretches from bluff to bluff, with a 650-foot span. The train passes over it 127 feet above the creek, which looks like a little brook below. We reached Laramie for breakfast, a town of about six thousand inhabitants, situated 7,149 feet above the sea level. From the car platform we had a good view of the United States penitentiary, located here; also, of the territorial fish hatchery, at Soldier Springs. This has a capacity of hatching half a million trout at a time. We reached Rawlins for dinner, a place of perhaps five thousand inhabitants, situated on a wild, barren region, abounding in sage brush. At 5 p. m. we reached the busy, stirring, bustling mining town of Rock Springs, whose population numbers not less than five thousand. On the morning of the 18th we awoke in Salt Lake City, having made the trip in the night, part of the time flying over the road at the rapid rate of seventy miles in seventy-four minutes. We decided to walk up town to breakfast, but found that a walk of five blocks in Salt Lake City means more than in an ordinary city. The streets are 132 feet from court to court, and laid out in uniform style in blocks of ten acres each. After breakfast we were shown over the city, under the guidance of a Mormon, who first drove us to Temple Square, where the great temple is building. It is constructed of granite, brought twenty miles, from the Wahsatch mountains. It has been thirty-one years building, and will take six years yet to complete. When finished it will be one of the finest churches in the world. It is not intended for preaching services, as is generally supposed, but is intended for holy rites, such as baptisms, marriages, endowments, funerals, etc. In the same

square stands the Tabernacle, the old Mormon place of worship. It is an oblong-oval, and called the house of many doors, having nineteen outside exits. Its seating capacity is 12,000. Its roof, with one exception, is the greatest self-supporting roof in the world. It ranks third as the greatest whispering gallery in the world.

The Assembly Hall is near by, and is also built of granite. Its seating capacity is 2,500.

From here we were driven to Brigham Young's grave. He had selected, laid out and fenced the grounds before his death. His will stipulated that his grave should be four feet deep, and unmarked by inscription of any kind; should have a plain iron fence enclosing it, and a plain marble slab lain over the grave.

In the afternoon the Union Pacific put on a special train—the trains having been taken off the week before—to carry the party to Garfield Beach, eighteen miles distant, the only sandy beach on great Salt Lake. Notwithstanding the bath houses were closed, and the water too cold for bathing, we all enjoyed the trip and came away with bottles of water dipped from the dead sea of America.

In the evening we attended the Mormon theater in a body, and found it very much like any other.

On the morning of the 19th we bid adieu to the Jerusalem of the Latter Day Saints, reaching Ogden for breakfast. Ogden is a Mormon city, laid out by Brigham Young after the same style as that of Salt Lake City. It is the terminus of the Union Pacific. The division headquarters of both the Union Pacific and Central Pacific are located here. Its population is about twelve thousand, and it is gaining all the time.

After passing Truckee, thirty-four miles of snow-shed, and more than six miles of tunnel, shut from us the beautiful scenery of the Central Pacific. We had a good view from the car window of Donner Lake, situated on the mountain 6,000 feet above the level of the sea. It is a beautiful fresh water lake, three miles long by a mile and a half wide, with no visible inlet, but supposed to be fed by numberless mountain springs in its bed. It takes its name from the Denver party who in 1848 were making their way to California and winter overtook them here, all but three having perished. Stumps of trees twenty feet high show where they cut wood when the snow was on the ground.

This being Sunday, in the afternoon, we gathered in the car "Junietta," and held Gospel services, conducted by Rev. French, of Cumberland, Md.

We reached San Francisco the morning of the 21st, and took up our quarters at the Palace hotel.

The traveling conductor of the Central Pacific, who had accompanied us from Ogden, and issued passes to the entire party, left us at Oakland. At San Francisco we were received by Mr. Wells, traveling conductor of the Southern Pacific system, who conducted us over the city, showing us all points of interest, among which was a visit to the Cliff House, Sutros Gardens, Ocean Beach, City Park, the famous Diamond Palace, United States mint, Chinatown, etc. We were received by the Board of Trade and shown the products of California, which surpassed anything we had ever seen. Before leaving we were surprised by being invited in another room, where tables were loaded with fruits, nuts and wines of California, where all fared sumptuously.

On the 23d we were notified by the genial Mr. Wells that the Southern Pacific had arranged for us a free excursion south as far as Monterey. Soon after leaving San Francisco the ladies of the party were presented with *bushels* of flowers cut from the governor's private grounds and sent to the train in baskets. We stopped for dinner at San Jose, at the Hotel Vendome, a magnificent hotel surrounded by beautiful flowers of all kinds, and a great variety of palm, pepper and magnolia trees lining the walks. After dinner, at the expense of the press, we were driven over the beautiful little city, and thence to the depot, where we took the cars for Monterey, reaching the Hotel Del Norte for supper. It is the greatest tourist hotel of the Pacific coast, situated one mile from Monterey. Rightly is it called the Eden spot of America. Flowers! Flowers! Flowers! California seemed to be one vast bed of flowers. Monterey is conceded to be the most delightful resort south of San Francisco, and its natural beauty has been heightened by a great expenditure of money in hotels, parks, drives and baths. On the morning of the 25th we were given a free drive through Pacific Grove, Cypress Point, Moss Beach and Chinese Cove, what is best known as the eighteen miles drive; and little is said when it is asserted that this is the *grandest* drive on the continent. Pacific Grove sits in the shadows of the countless pines which cover the peninsula; and the hoarse rumbling of the breakers which rush headlong upon the rocks is heard above the gentle wooing of the pines. Beyond this is Moss Beach, where the varied colored pebbles are found. Here, at the end of the peninsula, the restless ocean has an unrestricted swing; and the tall breakers hurl themselves with prodigious force upon the rocks and sands. Now and then clouds of spray are thrown high into the air, and the thundering of the waves adds awe to inspiration.

The morning of the 26th we started for Santa Cruz, where we were received by the Board of Trade, and driven over the beautiful, smiling town of 8,000 inhabitants, thence along a wild and rugged beach for twelve miles, passing the light house, natural bridge, spouting geyser and other points of interest. We were then given a sumptuous repast at the Ocean Villa, Pope House, Sea Beach, Riverside and Wilkins House. Strawberries and raspberries, fresh from the gardens, and bouquets of fresh cut flowers for every guest, graced the tables.

At 1:30 p. m. we took the train for San Francisco, stopping on the way to see the Santa Cruz big trees. It is not justice to say Santa Cruz knows how to entertain, and never does anything by halves. The mayor, Mr. Bowman, accompanied us to the big trees, where we spent a half hour with "The Giant," whose circumference is only fifty-two feet, and "Gen. Fremont," named in honor of the famous general, he having made its trunk his headquarters during the winter of 1846. Forty-three of our party walked in this spacious room at one time, and there was room for more.

The scenery on the Narrow Gauge from Santa Cruz to San Francisco is grand. After leaving the mountains we came into beautiful valleys, abounding in orchards and vineyards.

The 27th we spent in San Francisco, leaving there the next morning for Portland, Oregon, via Mount Shasta route. We breakfasted at Sacramento, and were then shown through the capitol building and grounds.

We followed the Sacramento river for 275 miles, crossing it nineteen times. It is a beautiful mountain stream, and as we near its source, comes rushing madly over rocks, through deep gulches, ravines, making its way to the great waters. We passed through beautiful valleys covered with luxuriant vineyards, pear orchards, and almond groves. At 6 o'clock we came to Vina, where is situated the great winery of Northern California, this vineyard alone containing 3,500 acres. At 10:00 o'clock we arrived at Redding where the party were given a magnificent banquet by the conductors of the Southern Pacific Railroad. About 10:00 a. m. on the 28th, we came in sight of Castle Rock, where the train stopped for us to take a good view of nature's architecture, with its many spires towering far above the main structure. After a short ride we came to Upper Soda Springs. Here the railroad company have built a beautiful fountain and trains are stopped for ten minutes that the passengers may drink of its water. Near by is Mossbrar Falls where numberless springs spout forth from the mountain side and let fall their spray, which comes trickling down over the moss

of varied colors, slowly we ascended the mountain, being pulled by two engines, reaching Malt, where we could look hundreds of feet below and see the two tracks over which we had just passed. At Sisson we stopped for dinner, from which point one gets a good view of "old" Mount Shasta, the beautiful snow capped peaks, with his imposing head as the central figure of attraction for miles around.

For miles we traveled through the sublime scenery of the Siskiyou mountains, up whose rugged sides we climbed at a grade of 174 feet to the mile, run at right angles to the Cascade and forms a natural geographical, as well as artificial state line between California and Oregon. We took breakfast at Albany, a town of five thousand inhabitants, and very rapidly growing. An hour's ride brought us to Salem, the capital of Oregon, with a population of 12,000. At Oregon City we had a full view of the Cascades of the Willamette river, and the costly system of locks by means of which the boats of the Oregon Railway and Navigation Company and other lines reach the fertile Willamette valley. We reached Portland about noon in a drenching rain. Mr. Wells bade us good bye, having been our companion and guide, all over the Southern Pacific road traveled. Never were people more royally received than were the "Old Reliable" by the Southern Pacific Company, its employes and the citizens of the Pacific states. The following morning we left Portland via Oregon Railway and Navigation Company, accompanied by their traveling conductor, who also issued us passes on the train. All day we passed through scenery of perfect grandeur. Twenty-seven miles from Portland on the south bank of the Columbia river, stands two conical, picturesque basaltic rocks, called the Pillars of Hercules, and are sometimes called the "Gateway of Wonderland." One of the grand sights that met our gaze was the Oneonta Gorge of the Columbia, but the exclamations of delight and wonder when we came in full view of the Multnomah Falls, situated a few miles below the Cascades. The water falls in a long graceful sweep nearly to the bottom. A shelving rock intervenes, upon which the water strikes, and runs out to its edge and then takes another plunge. The total distance of this fall is 824 feet. Rooster Rock can be seen from the train. This basaltic structure rises abruptly from the water on the south bank of the Columbia. For miles along this beautiful river we passed immense salmon canneries, fish traps and fish wheels.

At Huntington the traveling conductor left us, and we took the Oregon Short Line to Denver, reaching there the 3d of November. From there, we took the Rio Grande to Pueblo where we had

supper and thence a direct line via Kansas Pacific to St. Louis, where the party disbursed, all promising to meet in convention next October, at Chattanooga, Tenn., where "Georgia" promises we shall be shown the other half of the world.

Much credit and many thanks are due the Missouri Pacific, Union Pacific, Central Pacific, Oregon Railway & Navigation Company and other lines, for the favors and courtesies extended the conductors and wives of the "Old Reliable."

Right royally were we received everywhere with no accident to mar our trip of over ten thousand miles. We would urge the conductors to join the "Old Reliable" and meet us in convention next October.

MOORMAN.

A Year's Record.

The appearance of the new year is calculated to inspire serious thought and cause us to form new resolutions. We cannot see the machinery that causes the wheels of the universe to revolve, but we can see the hand of time, recording the years of our allotted number, faster than we wish. It would be well to take a retrospective view of the past year of our life, and see if the evil would outnumber our good deeds. How many unkind words would we recall, and sinful thoughts erase if we could. God has provided us with inexhaustible sources of happiness, and with his presence and promise we can bear up under anything, and should pass on, and never falter or fear; he intended us to enjoy the blessings which he has provided, and not go through life wearing funeral-faces, but show in our work that we can be happy and be dutiful, use this life as a means of attaining another and a higher one. The fact is, life is undervalued by a great majority; is not made half so much of as should be. Many pass through it without even a consciousness of their surroundings or what they are doing, not realizing that every act is recorded by the registrar of the mind, memory. How many dark blots in this page? How many times we have yielded to temptation instead of overcoming it. Life is short and full of responsibilities. Approach the old man on whose brow the glistening snows of almost a century have accumulated and whose form begins to bow beneath the weight of time, and say, "Father, tell me of the many achievements or the light thy life has shed upon the world." The aged sire will shake his drooping head and reply, "Life is too short to achieve much, I haven't had time to benefit my kind. I have just left my cradle, and now I must die." The morning and evening of life are almost blended. A narrow strip of time is all that divides infancy from gray hairs and eternity. The leaves upon the trees lose their freshness and

yellow with age fall to the earth to be trampled upon. The rosebush, too, is striped of its adornments, and stands naked amidst the scattered leaves of the fragrant glory which it brought forth. Life has its winter and the man has reached it. The brief year has passed, bringing him to the verge of the grave with but few accomplishments. Failures are many and successes few; to some, God in his providence has seen fit to give full measure of human prosperity and happiness. Let us rejoice in the enjoyment of these blessings and take all the rational happiness Heaven designs for our good; but let us hold our theme sacred to prayer, and worship as a precious link to purity and God. Every heart knows its secret sorrows, and every hearthstone beholds its vacant chair. Sorrows are life's shadows and appear when least expected, oftentimes are constant guests; to some they come like meteors, quickly flash and speedily vanish, others count them in single file, as one departs another follows. Smiles conceals many severe ache and sore pangs; pride wears them to cover the heart's deep stab. There is a pleasant side of life, some who are so light-hearted that even amid sighs and tears they are buoyant and elastic—can meet trials and troubles with a brave fortitude and strong courage, encountering them with a natural ease and composed mien. Since our earthly life is so brief, let us strive to make the record of the new year a better one than the past, for at the close of three score years and ten, when we sit down to strike a balance, there is little for the best of us to be proud of.

A CONDUCTOR'S WIFE.

A Glance Backward.

BY LA CROSSE.

An old fashioned spelling school! Did any of you ever attend one? Equal to a modern caucus for creating jealousies and feuds, that many a time, long weeks after, culminated in black eyes, bloody noses and broken heads. Many a time the victory meant not only that the victor was the best speller within a radius of five miles, but meant that he took a "header" on the main line to some country belle's affections; who had been wavering between John and Rob for many a week. But the title of "best speller in the country," turned her decision in favor of the victor.

Hard earned victory, I can assure you, for spelling in those days meant hours of dull, uninteresting study without regard to the meaning of the words. And such good times, if the school house stood near enough to a hill, for the combatants to cool their ire and forget their defeats and mortifications in the soul exhilarating fun of sliding down hill. Such a fluttering of girl's hearts for fear the right

one would not ask her to ride on his sled; and throbs of some other-wise stout heart for fear the girl of his choice would prefer some one else to him. Then after a merry half hour, back to spelling and choosing sides; for be it known to the uninitiated, two captains were chosen at the beginning of the evening, and first one and then the other, alternately chose such as they considered the best spellers, until all were chosen, good or poor, and the spelling match goes on until all are spelled down by the lucky one, and then hurrah! boys and girls for a merry sleigh ride home. If you are not tipped into a snow-drift before you arrive there, you are lucky. Gay voices in song and laughter, mingle pleasantly with the tuneful chiming of the bells and crackling 'neath the runners of the crisp ice and snow.

Merry and happy days that never come but once to us, as the years go speeding by; but we never realize it until too late. And are apt to lay too deeply to heart, all of the petty annoyances that cross our path, until youth's sunny days of freedom have passed, and our feet have strayed on until the dawning light of our Father's home, begins to light our pathway and teach us to lift our eyes and feet aside from the stumbling blocks of life's weary ways, and to press onward and upward to a better and fairer world than this.

COLUMBUS, O., New Year's eve.

Knowing that there are some, at least, who watch with interest the 'ladies department', and eagerly devour all it contains regarding the auxiliary to the O. R. C., we are glad to contribute our little mite, on the strength of this fact. There are some things connected with the division here at Columbus that are worthy of note, the first of which is, never before has it breathed so hearty an existence as at the present time. The kindly feeling that exists between each and all of its members, and the social intercourse we all enjoy, is marked indeed. Petitions for membership are coming in right along, three having been presented at our last meeting, also one initiation. This certainly is encouraging, and is proof evident that the brothers are interested in us. At the close of the year we presented our president, Mrs. G. S. Shipley, with a handsome wicker chair, as a token of the esteem in which she is held. Mrs. Shipley is a Christian lady and is deeply interested in the auxiliary, which interest has been strongly manifested during this, our first year. Our object is for the bettering of us all, charitably, morally and socially, and we are glad to acknowledge the work of the past year has liberally rewarded us. In the Dec. 1st, number of THE CONDUCTOR, the question is asked, whether we have traveling cards, pins,

grips, and pass word. Well, we have neither cards nor pins, but have a pass word, also a grip, which is a hearty shake of the hand, that will make you feel quite at home and know that you are welcome. Another question I see in the same article is, "What would be the circumstance, should a conductor suddenly make a slight change in his vocation, would it change the good or bad qualities of his wife?" We will answer this question by asking one. "Does it change the good or bad qualities in the conductor?" "Does a change in his business, necessitate his removal from the Order?" I think I hear you say no. Then, as long as he is a member of the O. R. C. his wife is quite welcome to be a member of the auxiliary.

The more we see and know of the Order of Railway Conductors, the more we realize what a grand cause it is and what it has accomplished as an organization.

On Sunday afternoon, Dec. 22d, Hollingsworth Division No. 100, installed their officers, and the brothers kindly invited their wives and families to be present. This invitation was graciously accepted, as was plain to be seen by the goodly number that responded. I dare say there is not a brother in the Order who can fully understand how impressive this service is to us. How beautiful in its teaching, and how truly for the advancement of their own personal welfare in its admonition.

We thank the brothers for these invitations to meet with them occasionally, as it helps to strengthen our interests in their Order, and if we can read human nature, it does them good also. From the spirit that seemed to pervade the entire meeting, no doubt, many was the resolve, to make the future atone for the past, for it is now the time of year when most people indulge in serious reflection and sober thought. Thoughts as to what the past year has been and what the future one has in store for us. What have we sown, something that when we reap it, will bring disappointment and remorse? Or has it been the contrary, from which we will reap joy and happiness and a consciousness of having done some good? The latter, we hope, is the experience of most of us. Yet how often we fall short and our good ideas, and intentions flash into existence and perish ere they are rightly matured. Except we clothe them in their most fitting garments and start them into action impelled with all the force of model example, we cannot expect to reap benefits therefrom. Our hearts are often filled with good intentions, but days glide into weeks and weeks into months, and yet our good resolutions are not carried out, and we see no good resulting from them. Need we take any credit to ourselves, or look for praise from others, or approbation from God for mere intentions by which no one is aided? Let us

then be ambitious, for we all have a duty to perform which no one can do for us. Each kindly spoken word and worthy action done, will cause one more star to shine in our immortal crown.

MRS. CHAS. RAGON.

Thinking a short account of the late excursion of the Railway Passenger and Freight Conductors' Mutual Aid and Benefit Association to New Orleans, might be of interest to some of the readers of your valuable publication, or perhaps meet the eye of some one who had the pleasure of participating, and recall pleasant recollections, especially, the party who occupied sleeper "Harpers Ferry." I will try and give a crude account of our outing. Through the courtesy of the I. C. R. R. and the P. P. C. Co., we were furnished with a special consisting of three sleeping cars and a baggage car, and started from Chicago, Saturday evening, November 30, and after a good night's rest found ourselves ready to do justice to an elegant breakfast at Cairo. On our arrival at Milan, Tenn., we caught the first glimpse of what the Sunny South had in store for us. The ladies eagerly took the little sprigs of palm and magnolia leaves, and carefully treasured, as their first souvenir of the South. Arriving at New Orleans early Monday morning, we were driven to the St. Charles hotel, and after breakfast we prepared for sight seeing, not in a body, but individually, as the spirit moved us. Our party went first to the custom house, from there down on the levee, where we saw them testing sugar and molasses by the acre, which was quite a novelty to us Northerners. We then took the ferry across the river to Algiers and visited the jail and third city court. We met Judge Edward J. Bermudez, who related many incidents in connection with the building, which was at one time a planter's home. It was built over eighty-three years ago; the timbers being rough hewn, and are still in a perfect state of preservation. There is a wide gallery that extends entirely around the house; some of the ceilings are of wood and have a very quaint effect. On the ground floor are the cells. There were five prisoners, one of them a boy, who was sentenced to imprisonment for twenty years for misplacing a switch. A severe sentence, one might say, but reflect for a moment how many homes he might have made desolate, how many hearts wretched, by loss of life or limb; can you say it is not just. From there we went to the depot grounds of the S. P. R. R., where we first saw roses in full bloom in the open air. There is here a profusion of beautiful flowers and plants, where we are least accustomed to look for them, around shops, round-house and depot grounds of a railroad company.

Returning to New Orleans, we took the S. P. transfer steamer "Enterprise," one of a fleet which this company keeps in continual use transferring cars and passengers across the river. In due time we reached the hotel, where we found many of the tourists who were as fatigued as we were. Sight-seeing had only commenced, and it would not do to give up easily, so we started out, and our next point was the Spanish fort, which is historical; it was built by the Spanish, and is on lake Ponchartrain. It now used as a summer resort, having a large casino, open air theatre, alligator pools, zoological garden, &c., maintained by the railroad company. There are four white birch trees on the grounds, which were planted over the heads of four Spanish officers, killed in a duel. A short distance from there is a pond or grotto, where coral is growing, and over the rock, ivy with its clinging tendrils added beauty to the scene. We have the warmest thanks in our heart for Bro. Salmon, who did everything possible to make it pleasant and entertaining for us. On our way back, he stopped his train and kindly cut for us some beautiful specimens of palmetto leaves, which grow in great profusion beside the track. In the evening, a number attended the French opera, it being the first appearance in this city of M. Guille, a celebrated tenor, who is to sing with Patti, on her next appearance in New York. Youth, beauty and wealth—Ah! such a display. My descriptive powers fail me when I attempt to depict it; with regret I leave and pass on to the next day. After breakfast a number of the party went out to Carrollton; it contains many fine residences, most all surrounded by gardens filled with flowers and tropical plants. Farther on we came to an embankment, from which we had a fine view of the Mississippi and sugar plantations in the distance. Upon our return we found an excursion had been planned by Brothers Murray and Owens, of Division 108, to visit Chalouette, they having chartered the steamer Ella Andrews for this purpose. We had a delightful ride and found it a very impressive city of the dead. It is a National cemetery, and contains the bodies of about fourteen thousand U. S. soldiers and sailors, and I believe the only cemetery around New Orleans where they bury in the ground. We are particularly impressed with the contrast in the care of the last resting place of our heroic dead, north and south. Here the cemeteries receive the same care and attention that is bestowed on the grounds of the most wealthy or the finest public parks. From here they took us up the river about fifteen miles, affording us a better insight into the amount of commerce carried on this great river than could be obtained in any other manner. The dream of my childhood was realized when I caught a glimpse of a steamer

laden with cotton. It recalled memories of "Huckleberry Finn" and "Old times on the Mississippi." It was quite dark when we returned to the city, delighted with our days entertainment. Our good Brothers of 108 were on hand early the following morning with an invitation, to visit a sugar plantation and witness the process of sugar making. Through the courtesy of the officers of the S. P. R. R., we were furnished a special train, which we greatly enjoyed. It was all so new to us, a great many procured samples of the sugar to bring north, no doubt to show their grocers and impress them with its purity. No sand in theirs, after this. It was an interesting sight to see them cutting cane. In the field they employ negroes and in the sugar-house, Italians.

After a ride through the fields, Bro. Neuhauser called "all aboard," and we were soon back to the hotel ready to do justice to our supper, as we had forgone the pleasure of dining for the greater one of visiting a real southern sugar plantation. The indefatigable trio did not fail us the next morning they were on hand with Tally Ho coaches and gave us an opportunity to see many places of interest. Audobon Park which was the site of the World's Exposition. Horticultural Hall is the only remaining building of that vast affair. Upon entering which we were greeted by a beautiful sight. Species of the rarest topical vegetation, one tree alone having been brought here at an expense of forty thousand dollars. After passing through Bros. M. and O. kindly invited us to partake of what they called a southern lemonade, it was refreshing as we can testify to. On our way back we stopped to look at Margaret Statue, dedicated to a noble charitable woman. It recalled to my mind thoughts of home and a dear one who was not unlike her. She has gone beyond; but her many kind deeds still live. The next day we were driven through the French quarter, took a hasty glance through the mint, from there to the Parish prison, where the officials showed our party every attention, even to locking some of us up in a dark cell. We were in there but a few moments, but it seemed an age. From a gallery extending in front of a tier of cells we could look down upon the prisoners walking to and fro, glancing up at us with eyes full of curiosity, evidently envying us our liberty. Our guide told us there were seventeen murderers confined there. Mitairie cemetery was our next point of interest. It is the most beautiful of any in the south. Formally a race course, it was bought by Chas. T. Howard, founder of the Louisiana State Lottery, and turned into a resting place for the dead. We were treated with the utmost courtesy by the superintendent who opened for us the tomb of a celebrated general. Well may the south say:

"No country e'er had a truer son, no cause a nobler champion,
No people a bolder defender, no principle a purer victim,
Than the dead soldier."—*Albert Sydney Johnson.*

It having been decided to start home Friday evening we all experienced feelings of regret at leaving a place where we had been so hospitably entertained. After entering the train each lady received a most agreeable surprise by being presented with a beautiful bouquet, bearing a card with the following inscription:

With the compliments of
Crescent City Division, No. 108,
Order of Railway Conductors,
New Orleans, La.

Brothers, good-bye. Our hearts turn to you in grateful remembrance for your many kind and thoughtful attentions.

We retired early and awoke in Memphis refreshed. We took breakfast at the Grayoso house, celebrated for General Forrest's raid. Some of the party visited the cotton presses. We went to hear Emma Abbott sing in the opera of Romeo and Juliet. Noticing that my better half was getting uneasy fearing we might get left, we returned to the hotel, anxiously looking for a familiar face, but none were to be seen. Hurrying to the depot, to our consternation, we found our train gone. One of the train men helped us out of our dilemma by telling us it had been transferred to the L. & N. depot, and would leave at 5:20. It was now 5 o'clock, so it was necessary to get across the city, over two miles, in twenty minutes. We were fortunate enough to find a carriage, which we engaged and persuaded the driver to "get there," which he did to our great relief. Our appearance was hailed with joy by the rest of the party, that is if one could judge by the exclamations, "Here they come," "here they are," "been visiting a cemetery," etc, etc. Homeward bound. I wonder if we all may meet again. Genial Bro. McDonald, loving, care-taking Finch, studious Bro. Chaplin, and ever generous Cooper, with their lovely wives and children, their faces I carry in my heart a sunny spot that can never be blotted out, is the memory of our trip to the Crescent City.
AUXILIARY 83.

She Had Given Her Mite.

(On the way to Sunday school)—Mamma, you haven't given me my five cents yet to send to the heathen.

"I have just given it to the heathen myself, Tommy. The conductor charged me full fare for you."—*Chicago Tribune.*

Can any brother give us the address of Brother Wm. Herrick, member of Division 212.

We are pleased to know of the promotion of Brother B. E. McGurk, member of Division 175, Memphis, Tenn., recently appointed trainmaster at Birmingham, Ala., for the Kansas City, Memphis & Birmingham Railroad.

A very modest invitation and programme of the eighth annual reception and ball, of Rochester Division No. 8, at the New Osborn, Jan. 22, 1890, came to us a few days ago. Brothers please accept both our thanks and regrets.

In the issue of Jan. 15th, the notice of the annual ball of Harvey Division No. 95, McCook, Neb., was made to read Feb. 25th. It should have been Feb. 14th. All lovers of this fine art in that section of the country will be governed accordingly.

From a reliable source we learn that Brother George E. Lemon, Jr., member of St. Louis Division No. 3, has been appointed trainmaster of the Gulf, California & Santa Fe company, with headquarters at Temple, Texas. Success to you, say we all.

We learn that Brother Harry McCourt, member of Division 93, Ft. Dodge, Iowa, will, in the near future, take charge of the station business of the Illinois Central, at Cherokee, Iowa. Instead of announcing "All aboard," as before, he will now exclaim, "All on."

By permission we are allowed to give to our readers the excellent address of Mr. W. C. Brown, and we hope that all will read it, for they cannot but be benefitted, and all railway officials who may chance to see the RAILWAY CONDUCTOR will find an hour well spent in perusing this interesting address.

The readers of the CONDUCTOR, as well as the editor, are indebted to Brother Samuel J. Kelly, member of Nicolls Division 239, for the very

interesting articles in the three last numbers regarding St. Gotthard mountain and tunnel. They are all worth keeping for reference and information in years to come.

From an article in the *Ft. Dodge Chronicle* we learn that Conductor J. A. Shipman, member of Sioux City Division, has taken a vacation, and that he, with his wife, will visit Portland, Oregon; also, that the gentleman has, in speculation in Sioux City suburban property, become almost a millionaire. Success to you, Jack.

Monday, Feb. 3, we received the following: "Sixth Annual Concert and Ball of the Providence Division 151, Order of Railway Conductors, Infantry Hall, Thursday Evening, Jan. 30, 1890." On account of the date received, we must say that we hope that Providence, (Rhode Island) favored them with a jolly good time.

We have just received intelligence of the death of the little child of Brother R. B. Stegall, of Chattanooga, which died Jan. 15th. This was the fifth in their family who have been afflicted with the measles, and we are happy to say that the rest are improving. The brother and his wife have the sympathy of everyone in this, their sad affliction.

From a letter received by the grand secretary, from Brother C. X. Smith, of Chicago Division No. 1, we learn that his good wife has been sick for a long time, even very dangerously ill. The members of the Order will all sympathize with this very worthy brother, and all will hope to hear a favorable report, and trust that she will soon be restored to perfect health.

To all Members of the Order of Railway Conductors: On account of the great increase of fraternal correspondence, we are obliged to make the following request: That in writing all fraternal communications, you will endeavor to make them as short as possible, and thereby convey the information you desire to give, so that everyone who desires to do so can find a little

space in the magazine. When writing, think of this, as we are crowded for space in every issue.

Universale," or more familiarly known as "La Grippe."

The Railway Officials and Conductors' Accident Association are well to the front in the early payment of those claims which are justly due, as evidenced in the two cases of Brother Witherbee and Brakeman Herrick, of the C. M. & St. P. We can not but believe that the conductors of this country may feel safe in the fact that they have cast their lot with a company so prompt in paying their claims.

At a regular meeting of Licking Division No. 166, O. R. C., held on the 26th inst., it was unanimously resolved, that a vote of thanks be tendered our G. C. C., for his prompt and efficient assistance to the committee of this Division, in their adjustment of grievances with the officials of the B. & O. R. R., and that the Secretary be instructed to forward a copy of the same to the G. C. C. and to the RAILWAY CONDUCTOR, for publication.

We wish to call special attention to the date of the union meeting, at Sedalia, Mo., under the auspices of Division No. 60, which will occur Feb. 22 and 23. A general invitation is extended to all brothers, of the west especially, and to all others of every section, who can do so, to be with the brothers of this division on this occasion. A large attendance is expected, and a meeting that will be beneficial to all will undoubtedly take place.

Among the victims of the unhappy Russian malady we can hear of no one that has been more sorely afflicted than the excellent wife of our Grand Secretary, Brother William P. Daniels. Among the first to be taken down with it, and in its worst form, a little better, for a day or two, then nearly as bad as ever again, the winter days look still more gloomy by being obliged to keep her bed. We are pleased to know that she is gradually growing better, and all will hope for a speedy recovery.

We learn from one of the Hamilton (Ont.) papers that Brother James Ogilvie has become a respected member of the Societie Universale. This is a new order which has recently sprung into notice within the last three months in the United States and Canada. It is a trifle after the pattern of the old-fashioned Know Nothing party; that is, after one has joined it, he knows far less than he ever did before; yet it has gained more members since it has been started than any other society ever known. Brother Ogilvie, we learn, has taken all the degrees. The name is "Societie

Some of the writers who so kindly favor us with their communications, write to us complaining, because their essays do not appear in the number that they expected to see them in. To all such just a friendly word; you can not get any more into any magazine after every available space is filled. We have tried it and utterly failed. One writes to us: put this in the February 1st number, sure. We received this request two days after the issue was printed. Another did not see his communication in the last number. Readers, you can not get a load of hay, that is a large load, on to a hand sled; and when your magazine is full of communications, as they come in regular order, (whether the editor is full or no) someone is obliged to wait, unless you will send post paid, a recipe that will remedy the matter.

We are in receipt of a souvenir which was presented to each of the merry dancers who attended the annual ball of Elmira Division No. 9. This takes the cake with the balance of the bakery donated. We took it home to our better half and asked her what it was. She used to dance before she had the grippe. She gave us the Chatauqua name for it, and we were correspondingly happy. When we opened the package at the office, we supposed it was a combination pillow, head rest, pen wiper and grocery list, with a pencil attachment, but when we were told what it really was, we realized how little an editor knows. One of them must have looked real pretty hanging on the breast of the A. G. C. C., as he warbled his feet to the tune of "We won't go home till morning." But we will return our thanks just the same, for the beautiful present and kind remembrance of the members of No. 9.

Once in a while some good brother, whose heart is twice as large as his discretion, writes an able and excellent article on some worthy subject, and in order to appear a little odd or different from the majority of writers, signs himself "By Thunder," "Ox Tail," "High Flyer," "Jack A. Napes," etc., etc.: now, good brothers, out on the road, or in a private letter, or for a joke among a party of friends, this is not so bad, but we kindly want to ask if you really believe, that after a real good article has been perused and the reader looks to see who wrote it, which would leave the best impression; to see it signed "Hog Eye Charley," or simply, plain "Charley?" People or correspondents, who write no better articles than you do for other magazines, do not indulge in such luxuries; then why should we? Let us all be as gen-

tlemanly in our words as others are, to our credit and our own good. We are not growing cranky, although our hair is growing gray. We write this not for our own aggrandizement, but simply refer to it for your own personal good.

The grand secretary has handed us a very beautiful card, all covered with marguerites or daisies, at all events they have yellow centers and white petals, with the name of Lena Fitzgerald at the left hand corner, and on the right, Patrick J. McNamara. On the inside you are requested to attend the marriage ceremony of Lena Fitzgerald to Patrick J. McNamara, Wednesday morning, Feb. 12th, at 8 o'clock, at St. Andrew's cathedral, Little Rock, Arkansas, 1890. P. J. McNamara, 1102 Third street, on a smaller card. What this means we have no idea. It is evident that Lena and Patrick are going to church at 8 o'clock, a. m., so whatever transpires, his brothers of the O. R. C. can only wish them much happiness in the years to come, and truly hope that their lives may be as pure as the emblem of flowers on their wedding card.

A beautiful card just received from the brothers of Barker Division No. 113, giving the announcement of their second annual ball, at Mozart hall, Michigan City, Ind., Friday evening, Feb. 14th, 1890. The frontispiece, shows a long train of cars coming down a steep grade around a sharp curve, with the poor one legged conductor walking beside the engine. If he were not a cripple we might imagine it to be the chief conductor of 213, but as it is a night scene we cannot tell definitely. His coat is a little short but it has all the insignia of official honors on the breast and sleeves, and it will probably be longer before he gets another. The fellow on the other side is draped a la Bloomer. It is the first railroad we have ever seen, where the whole train, engine, track, ties, station house and everything, were painted with a coat of gold, and out of the smoke you can see great nuggets of gold as they drop to the ground. It is undoubtedly a first-class engine, but like the Dutchman's cow which he was trying to sell; the poor cow had had bad luck with her teeth, and had hard work masticating her food; the buyer noticed this and spoke to the Dutchman about it. Yah, dot ish so, but I told you she ish pooty healthy if she dond shew her cud all mit der bieces. We bespeak for you all a very enjoyable time.

The *Century* for February, is rich in interesting and rare reading matter. "Abraham Lincoln," by Nicolay and Hay; "The Relm of Congo," "Washington and Montana," by Francis Newton

Thorpe; "The Merit System versus the Patronage System," by Theodore Roosevelt, are a few of the choice things in this number.

February *St. Nicholas*: "The Story of the Great Storm at Samoa," "Schoolmates," "The Girls and Boys of China," "May Bartlett's Stepmother," "Two Ways of Having a Good Time," and too many others to mention, but all are good.

We have on our table the January issue of the *Brotherhood of Railway Trainmen's Journal*. We are unacquainted with Mr. Rogers, who was chosen at their last annual meeting to be its editor; but from its general appearance and general tone, we can readily see that the gentleman is no novice in the editorial business, and what he writes bespeaks a clear head, and what is best of all, natural good sense. We bespeak for the gentleman the hearty cooperation of the members of this organization in aiding him in his work, and sincerely trust that he may find his position, although a busy one, both pleasant to him and profitable to the brotherhood he represents.

The *National Magazine* for February will contain an interesting article by Prof. Schele de Vere of the University of Virginia, entitled "How we Write," giving many curious historical facts. Rev. J. C. Quinn, LL. D., will contribute "Biblical Literature." F. W. Harkins, Chancellor of the National University, will continue his essays on Shakespeare. Agricultural readers will be especially interested in the announcement of a New Year's gift to this University of farm property, estimated at \$25,000, which will be utilized by its agricultural department to teach improved practical farming to needy young men who desire to earn their expenses while at college. Other articles are by Dr. Flavel S. Thomas and eminent divines. Published at 147 Throop street, Chicago, Ill. Sample copy 10 cents.

The Democrat and Chronicle.

Among the great papers in New York state, there is none that is more widely recognized in its especial field than the *Rochester Democrat and Chronicle*. A special department is set aside for railway news and all the doings on the "lines of steel" are recorded accurately and faithfully. Railway officials in all parts of the country daily peruse the columns of the *Democrat and Chronicle* and find interesting news on railway matters. The high standing of the *Democrat and Chronicle* attests to its popularity. The paper is published every day in the year, Sunday included, and is sent by mail to all parts of the world. It also publishes a very large weekly edition.



EDITOR CONDUCTOR:—I notice under the head of "Insurance," in your first issue of the CONDUCTOR for January, 1890, an article signed "Yours Truly," which wonderfully amuses me, as I am somewhat interested in insurance myself, trying to support a small wife and a large family upon the proceeds of my labors in this direction. But I was unfortunate in not engaging myself with the company spoken of by "Yours Truly," in the issue referred to. I could do a large business, I think, if I only had a company that paid \$20, and all doctor bills in case of death, and \$4 a week as long as you are dead. But it is very evident that "Yours Truly" does not know what he is talking about in the matter of insurance. The rates he speaks of, and the benefits he refers to, are all imaginary. Any person trying to work any insurance, will find all kinds of rates quoted, and they are all better in some other company. The trouble, and the whole trouble, is any excuse on earth rather than to carry any insurance *now*. They will all ask you how long you are going to stay, and when you are going to come again, all of which are to no other purpose, whatever, than to put off the time for making the move and beginning to pay assessments. There are dozens of families to-day that I can name, who have put off this matter of insurance until just too late. This is an important matter of the present—not the past or the future, but *now*. If you have not already done so, begin at once, and I will say for the insurance in the O. R. C., that I have failed to find any insurance that covers all the points that the O. R. C. does, that does not cost more; but I will say to all readers, carry some insurance. If this does not suit you, get some that does, and don't let a subscription paper be passed around headed: "For the first time in the history of ——— Division, we are obliged to ask for aid for Brother ———'s family. Brother ——— died suddenly, and carried no insurance, because he thought (without knowing) that the O. R. C. insurance cost too much."

INSURANCE.

NORTHUMBERLAND, Pa., Jan. 28, 1890.

EDITOR RAILWAY CONDUCTOR: In reading the proposed laws governing the Mutual Benefit department of the O. R. C., in your issue of Dec. 1, 1890, I have given it a great deal of study, and have come to the conclusion that it will give the Insurance Department now in vogue a set back, because there are so many that I, personally, know of, who would, if they could, take but one share in the B class and let the A class drop. Their reason given for doing so, is that it will not cost so much. Now, this seems to be the great point, and is being picked and tossed about until it is threadbare; but it is a fact in

many cases. I know of conductors who do not average over \$50 a month the year round. On the Delaware, Lackawanna & Western railroad the conductors on the coal trains between Kingston and Scranton are now not making but from thirteen to fifteen days a month. Now some of these same conductors have large families to support. They attend church, and that is one thing we all should give freely to. Some belong to other secret societies, as well as to our Order, and I, although wanting to see all conductors who are eligible become members of our society and of the Insurance Department, would not urge them to let the others drop, as I would not do so if in their place. I do not wish to be understood as saying other societies are better than the Order. I expect this will not hit some in the right place, but it is my sentiment.

Now, Mr. Editor, my plan, if feasible, would be that we make it as it is—one class, but make it so if any wanted a higher insurance they be given two shares, that is, a \$5,000 insurance, and then to make your proposed class B come in, issue half shares of a \$1,250 insurance. The ones taking a half share would pay one-half as much, or say \$18.50, for the year 1889, the ones taking one share paying \$37, while those taking two shares would have paid \$73. Then you could not hurt class A, but would, I think, make it lighter all around. I do not think but that our assessments would be less by 20 per cent a year, if done this way.

I cannot explain myself in this matter as I would like, and should, but if you will give it a place in your RAILWAY CONDUCTOR, it might be answered by some one who will open my eyes in another way. Whatever you may make it, I want to still be in it, and would ask all other brothers to join. Think of the ones you would leave behind, and the condition you would leave them in, if you should be suddenly called away and not be insured.

Well, Mr. Editor, I will close, as I imagine I can hear some of the boys here asking if Mack has got the grippe, or what is the matter with him.

I want to ask you one question, and please answer it in full, so others may know as well as myself: In case I should die, must my wife keep the assessments paid up, if any come after my death, until she gets the insurance money from the Order? The reason I ask this is that Brother M. Ratchford's widow was informed that the assessments due after her husband's death would be taken from his insurance money, and I have thought it strange, that after a man was dead he could be assessed. Yours in P. F.,

MACK, of Division 160.



Carrier of Passengers—Injury—Examination—Amount of Recovery. In an action to recover for personal injuries received while attempting to board defendant's car, *Held* 1. That where the evidence is conflicting as to the manner in which the accident happened, it is a question of fact for the jury, and their verdict is conclusive thereon.

2. That it was negligence in defendant if the car was started so as to throw plaintiff from the steps while attempting to enter, whether by the act of the conductor or engineer.

3. That plaintiff was entitled to recover, not only for the injury she had suffered up to the time of the trial, but for what would probably afterwards follow.

4. That plaintiff could properly refuse to be examined by physicians to ascertain the extent of her injuries, other attending physicians having already testified as to that fact.

McSweeney vs. B. & S. A. R. R. Co., N. Y. S. C., Nov. 7, 1889.

Contributory Negligence—Warning—Assumption of Risk. The appellee entered a car at the rear end of a freight train. He was rightfully received as a passenger. After remaining in the car a short time, he walked out on the rear platform, and while standing there, the train was started with a sudden jerk, and he was thrown to the ground and injured. The evidence tended to show, that he was requested by the conductor to leave the platform and enter the car, but he disregarded this request or order, and remained on the platform. The trial court ruled, that he was not guilty of contributory negligence and gave him judgment. The company appealed.

Held, that a passenger who remains on the platform of a car at the rear end of a long train of freight cars, after being warned to leave it, assumes the risk of injury caused by the jerk with which the train starts. Judgment reversed.

Louisville & N. R. Co. vs. Bisch, Ind. S. C., Nov. 1st, 1889.

Brakeman—Master and Servant—Negligence—Defective Appliances. 1. A railroad company is responsible to its brakemen for injuries caused by such a defect in the coupling machinery of a foreign car used upon its road, as could be discovered

by ordinary inspection; and where it brings upon its road, cars with bumpers of different heights, it does not fulfill its duty by simply furnishing coupling links which might be used safely on such cars, as it is not the duty of the brakemen to inspect the cars to ascertain whether the coupling appliances are safe.

2. Where an accident occurs when the cars are moving slowly, the fact that when the cars are moving rapidly such an accident might occur, though the car was in good order, does not bring the accident within the ordinary risks of the brakeman's employment.

3. That in such case where the brakemen only discovers his danger at the moment of the accident, the question of contributory negligence is for the jury, and the latter might properly infer, that there was no contributory negligence upon the part of the injured employe.

Judgment affirmed.

Goodrich vs. New York Cent. Ry Co., N. Y. Ct. of App., Oct. 22, 1889.

NOTE:—The court was not unanimous on this decision. In order to give plaintiff the benefit of the doubt, the court was compelled to overrule a previous decision on the same question, see 37 Hun. 642.

Station Lighting—Negligence of Passenger. Where a passenger alighted from defendant's train at a station in the evening, there being four flights of stairs leading from the platform, and three of these were sufficiently lighted while the other was in the dark. Plaintiff knew the premises, and passengers were accustomed to use any of the stair-ways indiscriminately, he passed the three stairs which were lighted, and missing his calculation in approaching the others, fell and was injured.

Held, That he did not exercise ordinary care and no recovery could be had.

Bennett vs. New York, N. H. & H. Ry Co., Conn. S. C., Sept. 9th, 1889.

Carrier—Injury to Passenger—Weight of Evidence. Where a female passenger, while attempting to board defendant's train at a station, fell between the platform and the car step; and she testified that the brakeman rushed ahead of her, and reached a higher step, thus preventing her from getting on the car and causing her to fall. The brakeman denied the statement, and said that

she fell while he was *behind her, and without any interference on his part.* From a verdict for \$10,000, the defendant appealed.

Held, That the evidence was sufficient to submit to the jury on the question of defendant's negligence. That the brakeman's evidence was equal to that of the plaintiff, and that it was error to presume, that there was evidence sufficient to charge, that the brakeman pushed or jostled plaintiff, and caused her to fall. Reversed.

Philadelphia etc., Ry Co., vs. Akord, Penn'a. S. C., Oct. 7th, 1889.

Note:—"Could not negligence be presumed upon the part of the brakeman, in his suffering a lady to fall when he was directly behind her."

Scalper's Ticket—Agency—Discriminating Methods.

In an action to recover damages for a vexatious delay, annoyance and mortification in being ejected from a railway train by a conductor, who refused to accept from complainant a ticket purchased of a "scalper." On appeal, the court *Held*, that a ticket purchased from a "scalper" is valid, and must be accepted from a passenger, if it is attested by the company's agent. That the "scalping" business is much more reputable than the discriminating methods, which make it possible for tickets to be purchased by those who know how to procure them at less than the regular rate. The tickets are obtained, at first hands, from the company, and if the prices at which they have been sold are lower than they should be, the company alone is at fault, and it should not, of course, be allowed to repudiate such contract.

John Doe vs. Railway Company, Olin S. C., Nov. 16th, 1889.

Special Railway Ticket—Contract—Complying with The Terms—Ejection.

Plaintiff purchased a round-trip ticket from Chicago to Hot Springs, Arkansas, the ticket not to be good on the return trip, unless stamped by the ticket agent at Hot Springs. Plaintiff signed his name to the ticket and accepted the conditions. He did not, on leaving Hot Springs, present the ticket to be stamped, but showed it to the baggage-man, who checked his trunk, and to the gate-man, who permitted him to enter the train, neither making any objection to the ticket not being stamped. The conductor of the train, however, was more strict, and ejected plaintiff from the train because his ticket was not stamped and he refusing to pay fare. In an action for damages in an Illinois court, alleging a breach of the contract, the company having agreed to transport him between the places named. The court ruled against plaintiff and he appealed.

Held, That the only contract between the parties was an express one, signed by plaintiff himself, as well as by the company's agent at Chicago. Plaintiff having assented to the contract by accepting

and signing it, was therefore, bound by the conditions expressed in it, whether he did or did not read them or know what they were.

Held, That the actions of the baggage master and the gate-man, does not change the status of the case. Judgment affirmed.

Boylan vs. Hot Springs Ry Co., U. S. S. C., Nov. 11th, 1889.

Carriers of Passengers—Agents Declaration—Fare—Conductor.

The plaintiff alleged that she applied to defendants ticket agent for a ticket to "R," a point seven miles distant, but was refused on the account of the train not stopping at "R." She was then directed by the defendants servants to board the train and pay her fare, and the conductor would put her off at "R." She did as directed, the conductor passed through the train and collected 25 cents, the fare to "R." The conductor, however, stopped the train at an obscure place called Wallace, some four miles short of "R," and put plaintiff and her three months old babe and clothing off. It was dark and in consequence, she was compelled to walk to "R" and carry her burdens, as there was no place at Wallace for her to stay. On appeal

Held, 1. That a railroad company is not bound to stop its trains at a point other than a station, where its trains are not accustomed to stop, unless it makes a special contract to carry to that point.

2. That where a ticket agent refused to sell plaintiff a ticket to "R," because "R" was not a stopping place, and where plaintiff then entered the train and told the conductor that she wished to go to "R," he collecting 25 cents and told her that the train did not stop at "R," and where 25 cents was the prescribed fare for any distance not exceeding eight miles, and where Wallace, the nearest stopping, and also "R" were within eight miles of where plaintiff entered the car, held, that there was no special contract to carry to "R."

3. That declarations made to plaintiff by the ticket agent, that she might board the car without a ticket, and pay her fare, etc., are not admissible, and no recovery can be had.

Wells, Alabama, G. S. R. Co., Miss. S. C., Dec. 11th, 1889.

Alighting from Moving Train—Negligent Conductor.

Plaintiff was a passenger from W. to W. and during the passage fell asleep. When the train arrived at W., he did not wake up in time to leave the train while standing. But just as it was leaving, the conductor came into the car, awakened him, and said: "You want to get off, and get off quick." The conductor conducted him to the platform of the moving car and "urged" him to be in a hurry in getting off. The conductor helped him down the steps and by a push, assisted by the

lurching of the train he fell, or was pushed of and injured. The trial court gave plaintiff judgment, defendant appeals.

Held. 1. That it was negligent and unwarranted conduct on the part of a conductor in charge of a train, to notify or advise a passenger to leave the train while in motion, under the circumstances, likely to expose him to accident or injury.

Held. 2. That unless a train is moving very slowly, and the circumstances are especially favorable, it is *prima facie* negligence for a passenger to attempt to alight or jump from a moving train. The circumstances may, however, be such as to render the question a proper one for the jury. He may be justified in any particular case, in relying upon the superior knowledge of the conductor as to the speed and movements of the train, and other circumstances, and in following his directions, particularly, when notified to act promptly, to prevent being carried beyond a station. Judgment affirmed.

Jones vs. Chicago M. & St. P. R'y Co., Minn., S. C. Dec. 20th, 1889.

Note. It has generally been held that a passenger leaving a train while in motion, does so at his own risk, notwithstanding his instructions to do so. Prudent men do not do imprudent things, even under instruction, and this decision announces a departure from the rule. It is evident that the court did not believe plaintiff to have been pushed off, but simply required to leave the train while in motion. See the case of railroad company vs. Crunk, Ind., S. C. 21 N. E. Rep. 31, and railroad company vs. Williams, Tex., S. C. 8 S. W. Rep. 78.

Contract of Carriage—Provisions of—Neglect to Comply—Fare—Amount of. Action for damages resulting from an alleged breach of contract. The plaintiff purchased a ticket containing an express provision that it should be stamped and signed by defendant's agent at the place of destination, before it would be good for return passage. This, he neglected to do, and upon an attempt to return, was ejected, after refusing to pay fare. On an appeal it was *held*,

1. That where plaintiff made no attempt to have his ticket stamped, and absolutely declined to pay fare, the fact that the conductor did not inform him of its amount is immaterial. That the unstamped ticket gave him no right to a return passage, and absolutely refusing to pay the usual fare, there was no contract in force between him and the defendant for a return passage.

2. That no damages can be recovered direct or consequential on account of the expulsion, neither can the consequent injuries to him or his business be assessed against defendant.

Boylan vs. H. S. etc., R'y Co., U. S. S. C., 1889.

NOTE.—It is just as essential for a passenger to comply with a contract as it is for the carrier. Provisions in contracts of carriage will be enforced alike with both parties. In England it was recently held that where a railroad company requires every passenger to obtain a ticket before entering the train, and to show and deliver up his ticket when ever demanded. But when a plaintiff took a ticket for himself, as well as a ticket for three horses, and three boys attending them by a particular train, which was

afterwards divided into two, in the first of which the plaintiff traveled, taking all the tickets with him, and when the second train was about to start, the boys were asked to produce their tickets, and, being unable to do so, were ejected along with the horses. Plaintiff recovered damages on the ground that the company contracted with him only, and delivered all the tickets to him, and hence, the company failed to comply with its part of the contract.

Ejection of Passengers—Return Passage—Tender of Fare. Where plaintiff purchased a ticket from A., to J., and failed to notice the requirement that to make it regular, he must have it stamped and signed at J., before it would be good for the return passage, and having started on the return passage and traveled five hundred and fifty miles of the six hundred miles necessary to reach A., and having presented said ticket to three or four conductors, all of whom either detached coupons or punched the ticket and made no objection to it; and where the last or fifth conductor refused to honor the ticket and demanded fare for the entire return trip, which was refused by the conductor, who, with the assistance of the brakeman, ejected him; and where the ejected person immediately reentered the train and tendered the fare from the place of ejection to his destination, which was refused by the conductor, and the person ejected a second time and held by the brakeman until the train could be started, but the conductor subsequently relented and stopped the train, took him on and accepted the fare for the remaining distance. In an action for damages,

Held. That a railroad company may refuse to accept fare after its train has been stopped to eject a passenger for non-payment, and may again eject him if he returns to the train.

Pickens vs. Richmond & D. R. R'y Co., et al. N. C. S. C., Dec. 16th, 1889.

NOTE.—The above was a civil action and was directed against the company, the conductor and brakeman jointly.

Train Service—Injury to Passenger—Impatience of Conductor—Time to Alight. Action for damages resulting from personal injury. Plaintiff had judgment, defendant appealed.

Where the plaintiff's evidence was to the effect that as soon as defendant's train, on which he was riding, stopped, he arose from his seat, near the front door of the car, and proceeded to leave by that door, that when he had placed one foot on the lower step, and was proceeding to step off the car with the other foot, which was on the step above, he released his hold of the railing, and by reason of the impatience of the conductor, who had ordered the train started, and with a sudden jerk, he was thrown to the ground, causing serious injuries.

Held. That the trial court was justified in finding that defendant was guilty of negligence, and plaintiff free therefrom, as the conductor was bound to give him reasonable time in which to alight.

McDonald vs. Long Island Railway Co., N. Y. C. A., Dec. 26th, 1889.

Carrier—Legal Tender—Ejection of Passenger. In an action to recover damages for an alleged unlawful ejection, the court

Held. Affirming the lower court; that a genuine silver coin worn smooth by use, not depreciable diminished in weight, and distinguishable, is a legal tender for railway fare, and, if ejected for refusing to make other payment, the passenger has an action for damages.

Morgan vs. J. C. & B. R'y Co., N. J. S. C. Nov. 13th, 1889.



At a meeting of Cheyenne Division 128, O. R. C., held in December, 1889, the following resolutions were adopted :

WHEREAS, It has pleased the Almighty Ruler of the universe to remove from our midst, by death, our beloved brother, J. D. Tremaine, who by his unassuming and quiet manner, had endeared himself to us all ; therefore, be it

Resolved, That in the death of Brother J. D. Tremaine we have lost a true and worthy member of the Order.

Resolved, That we extend our sincere sympathy to the bereaved wife and family of our brother and commend them to Him who doeth all things for the best, even though they seem to us sometimes hard.

Resolved, That these resolutions be engrossed upon the minutes of our division, and a copy sent to the wife of our deceased brother ; also, a copy sent to the RAILWAY CONDUCTOR for publication.

Resolved, That being desirous of showing our respect for the memory of the deceased brother, J. D. Tremaine, it is ordered that our charter be draped in mourning during the next thirty days.

L. H. WOODMANSON,
C. D. ROBERTS,
A. J. SCHILLING,
Committee.

PENGRA, WM. F.—At a regular meeting of Battle Creek Division No. 6, O. R. C., held in their hall, Sunday, Nov. 24, 1889, the following preamble and resolutions were adopted :

WHEREAS, God in his infinite wisdom has seen fit to take from our midst our worthy brother, Wm. F. Pengra.

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother and tender our heartfelt sympathy to the bereaved widow and orphaned children.

Resolved, That by the death of Brother Pengra, Battle Creek Division No. 6 has lost an earnest and worthy member, and his mourning family are deprived of a kind and indulgent father,

whose vacant seat in our division will ever remind us of the dangers that surround us, that "In the fullness of life we are in the midst of death."

Resolved, That to the widow and orphans we offer our heartfelt sympathy in this their hour of affliction, and tender them our aid and protection in a time of need.

Resolved, That our charter be draped in mourning for the period of thirty days ; that these resolutions be spread on the minutes of this meeting, and that a page in our minute book be dedicated to his memory ; that a copy of these resolutions be presented to the widow and published in the RAILWAY CONDUCTOR.

A. S. PARKER,
C. C. RICE,
N. E. RETALICK, } Committee.

ST PAUL, Minn., Jan. 19, 1890.

At a regular meeting of St. Paul Division No. 40, O. R. C., held on the above date, the following preamble and resolutions were adopted :

WHEREAS, We, the members of St. Paul Division No. 40, desire to express, in a fitting manner, our profound sorrow at the sudden death of our brother, Hy Shew, whom God, in his unsearchable wisdom, permitted to be taken away from his labors ; and,

WHEREAS, While we deeply grieve for the loss of our companion and brother, we bow in submission to His will, who giveth and taketh away, well knowing what to us is an irreparable loss is to him infinite gain ; therefore, be it

Resolved, That in his death we have lost an earnest and most devoted member, whose character, combining in it many of the elements of true manhood, made him worthy our sincere regard and appreciation.

Resolved, That in his faithful devotion to duty, and above all his Christian life, commend him as an example worthy our imitation.

Resolved, That we shall ever remember our brothers of Denver Division 44, who so kindly assisted him during his stay at that place ; also,

who have shown their brotherly love by their kind attention to him during his last illness, and the interest manifested in securing transportation for his remains to Baltimore, where his family reside. We also feel grateful to the different lines of railroads over which transportation was secured, and the Wells Fargo Express Company, for the courtesies extended by them.

F. M. SANDERS,
R. L. WILLARD,
Committee.

Died, at his home in Collinwood, O., Jan. 18, 1890, after a long and painful illness, Brother James H. Wood, in the 36th year of his age.

Brother Wood was a worthy member of Division No. 20, O. R. C.; also, an active member of the A. O. U. W., in which organization he held a policy of \$2,000, payable to his wife, who, with a little son of eight years, is left to mourn the departed husband and father. To them the brothers of Division No. 20 extend their warmest sympathy in this their great affliction.

Gone, but yet he "in example lives;" and while friends sorrow for the departed brother and a good man lost to us for a time, he has passed the bounds of suffering, and we know that we are no sorrowing without hope.

In manhood's glorious prime,
At noonday's glittering hour,
When all the chords of time
Were coiled with wondrous power,
The messenger of death drew near
To steal away the joys of life,
And let thy perfect spirit share
The sweets of heavenly birth.

M. N. HYDE.

Collinwood, O., Feb. 2, 1890.

At a regular meeting of Wayne Division 119, held Jan. 26, 1890, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God, in his infinite wisdom, to remove from the home of Brother Frank Hockady and wife their little daughter, Minnie, and in so doing has taken a bright child of nine years from their fireside, she being the only child makes it doubly sad; therefore, be it

Resolved, That Wayne Division 119, extends to Brother Hockady and his estimable wife its heartfelt sympathies in their hour of affliction.

Resolved, That a copy of these resolutions appear in the minutes of this division, and a copy be sent to the RAILWAY CONDUCTOR for publication.

B. F. STONECIPHER, }
J. P. JACKSON, } Committee.
JAS. C. CRAIG, }

At a regular meeting of Lackawanna Div. No. 12, O. R. C., held Sunday, Jan. 12, 1890, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the universe, in His infinite wisdom, has removed from our midst our beloved brother, M. B. Schoonover;

WHEREAS, In the death of Brother Schoonover this division loses one of its most worthy members, and one of its most faithful brothers; therefore, be it

Resolved, That we extend to the bereaved widow of our deceased brother our profoundest sympathy in this hour of sorrow;

Resolved, That our charter be draped in mourning for a period of thirty days, and that these resolutions be spread on the minutes of the division, and a copy sent to the bereaved widow; and that they be published in *The Scranton Truth*, the *Republican*, also *THE RAILWAY CONDUCTOR*.

S. BOORREM, M. DEVANNY
J. J. O'HARA, A. H. MASTERS,
DAVID WARRICK, Committee.

RESOLUTIONS OF RESPECT.—At a regular meeting of Berkeley Division No. 234, O. R. C. held Dec. 16th, the following resolutions were adopted in memory of our worthy brother, Samuel Rockwell:

WHEREAS, It has pleased the Grand Chief Conductor, and First cause of the universe, to permit death to enter our division and remove from our midst, so suddenly, our worthy and beloved brother; therefore be it

Resolved, That in his death we feel as a division and as individual members thereof, that we have met with a loss that never can be repaired. Our brother had endeared himself to us by his strict adherence to the grand principles of our Order, by the faithful discharge of his duties, by his pleasant and genial manners, and his kindness and sympathy in distress. Though his death was sudden and unexpected; we do hope that he has entered the perfect felicity. We shall miss him in the division room and the common walks of life. We shall see him no more; but we hope to meet him in the presence of the Most High Chief Conductor, who doeth all things well.

We do heartily extend to the family, brothers and sisters, our sincere sympathy in this their great loss. We trust is his everlasting gain. We would say to them, "Be ye faithful unto the end" that in heaven you may meet the loved ones gone before; also that the charter be draped in mourning for thirty days.

That this article be recorded in this division; that it be published in each of the city papers, and

a copy be sent to the stricken relatives and published in the *Railway Conductor*.

G. V. RATHMAN, W. W. DARBY.
C. H. SHIPLEY, W. H. KELLER.
F. KESLER,

Committee.

On the evening of Jan. 17th, 1890, as the shades of night were fast casting o'er the earth their robe of darkness, the people in the suburbs of Cincinnati were startled by an appalling accident on the C. H. & D. Railway, by which, while in the full discharge of his duties assigned him by his employers, Bro. F. W. Witherbee lost his life, Toledo Division No. 26, its worthy Chief Conductor and the Order an earnest and conscientious member. While it is a duty of extreme sadness to chronicle the death of our highly esteemed and worthy brother, yet we believe that his spirit has returned unto Him who gave it and who doeth all things well.

Bro. Witherbee was a man to whom too much praise cannot be given. He was an earnest worker among those of his own division and for the past year was A. C. C., discharging the duties of the office to the entire satisfaction of all. At our last election of officers he was elected to the highest office of a subordinate division filling the chair but once, before being called from among us. The features of his death were most appalling and would send a chill of horror through the stoutest heart.

While his train was running at the usual rate of speed, through the carelessness of certain ones, the limited vestibule was allowed to pass a block signal, and running at a higher rate of speed than the preceeding train, ran into rear end with terrible force, causing a fearful wreck, and burning the body of our lamented brother beyond recognition. Bro. Witherbee's friends and acquaintances were many, and none have been heard to speak of his death, but with sadness and regret. He was universally liked and respected by all who chanced to become acquainted with him. About eight years ago he became connected with the C. H. & D. Railway, and discharged his various duties to the entire satisfaction of the company, who, in consideration thereof, had recently promoted him to the conductorship of a passenger train.

Bro. Witherbee was a member of the Third Presbyterian church, and fully trusting in Christ his Savior, was, we believe, fully prepared for the coming of the Angel of Death.

He was a kind husband, son and brother, and was ever ready to extend the hand of helpfulness and aid to the needy, and speak words of kindness and love to the troubled and distressed, and refer

them to God as their only sure refuge in time of need.

The funeral services were held at the church of which he was a member, on Tuesday, Jan. 21st, and from there the funeral cortege wended its way to beautiful Woodlawn, where, under the burial services of the Order, all that remained of Brother Fred was deposited in the narrow house appointed for all the living, there to remain till the sounding of the trumpet, to dwell forever in the heaven of eternal life, which God in his infinite wisdom has prepared for the coming of his children.

The floral tributes were very elegant and consisted of a passenger coach of rarest flowers, for which Cincinnati Division 107, and his associates of the C. H. & D. are highly commended and thanked. A beautiful cross of cut flowers by the Y. M. B. A. of which he was secretary. A pillow of beautiful flowers from Division 26, all of which were tastefully arranged in the church, while the seven links of the chosen friends of which he was a member, were beautifully arranged on the top of the casket.

The members of the Yardmasters Association attended the funeral in a body and with the Order, followed the remains to the grave and paid their last sad rites to their departed friend and brother.

WHEREAS, Almighty God in His infinite wisdom has taken unto Himself our highly esteemed chief conductor and brother;

Resolved, That in the death of Bro. Witherbee the deep and heartfelt sympathy of the division go out to the bereaved widow, mother and sister.

Resolved, That in the death of our beloved brother, Toledo Division loses a noble member, a proficient officer and a kind and considerate brother.

Resolved, That while words of sympathy cannot assuage the deep sorrow placed upon the bereaved widow, mother and sister, we can only refer them to Him who doeth all things well, as their only comfort and refuge in this sad hour of their deep affliction.

Resolved, That our charter be draped for a period of thirty days, in memory of Him who has crossed the dark valley and entered into the brighter realms of an eternal home.

Resolved, That a copy of these resolutions be placed upon the minutes of our next meeting; published in the daily papers, and a copy forwarded to the bereaved widow, mother and sister of our departed brother.

(Signed.)

F. B. ROCKWOOD,
N. B. DANDENBURG,
R. KIRKBY.

Committee.

MRS. JOHN BROWN.—At a meeting of Atlantic Division No. 120, O. R. C., held at their hall Jan. 5, 1890, the following resolutions were adopted:

WHEREAS, God, in his all-wise providence, has seen fit to afflict one of our well-beloved brothers by removing, through sudden illness, his dear and loving wife; and,

WHEREAS, In such removal by death we feel that it not only afflicts our brother and his children, but also every member of our Order, and that it is but just that a fitting recognition of her many virtues and merits should be had; therefore be it

Resolved, That in the death of Mrs. Brown our brother, his children, and the community at large, suffer an irreparable loss, which only time can alleviate.

Resolved, That it is but a just tribute to the memory of the departed, to say that in her removal from our midst we mourn for one who was in every way worthy of our respect, affection and regard.

Resolved, That we sincerely condole with our brother and family on this severe dispensation of providence, in thus taking from them a tender, loving wife and indulgent mother, and commend them, in their great affliction, to Him who "binds up the broken reed, and tempers the wind to the shorn lamb."

Resolved, That this heart-felt testimonial of our sympathy be published in the Huntington daily papers, spread on the minutes of our division, published in the RAILWAY CONDUCTOR, and that our hall be draped in mourning for thirty days.

W. S. CARR,
J. M. SEWELL,
W. C. ROLL.

HALL OF LOOKOUT DIV. NO. 148,)
CHATTANOOGA, Tenn. Jan. 5, 1890)

Bro. Frank M. Layton, of this division, was struck on Jan 3d, at Springville, Ala., by the spout of a water tank, and knocked from the top of his train and instantly killed.

At the regular meeting of Division 148, held this day, it was

Resolved, That in his death the Ala. Great Southern Railroad, has lost a faithful and an efficient conductor, his young wife of three months, an affectionate husband, this division an earnest member, and each of us a friend and brother.

Resolved, That we tender to Mrs. Layton our sincere sympathy in her great and sudden sorrow.

Resolved, That our charter be draped for thirty days in respect to his memory.

Resolved, That a copy of these resolutions be sent to Mrs. Layton and to the RAILWAY CONDUCTOR.

W. E. RAPE.
WM. FERRIS.
R. B. STEGALL. } Committee.

WILLIAM TOLES.—At a meeting of Atlantic Division No. 120, O. R. C., held at their hall in Huntington, Jan. 5, 1890, the following resolutions were unanimously adopted:

WHEREAS, God, the almighty ruler of the universe, has seen fit to remove from our midst one of our oldest members, our well-beloved brother, William Toles; therefore, be it

Resolved, That, sympathizing with the afflicted relatives and friends of the deceased, we express an earnest hope that even so great a bereavement may be designed for the highest good.

Resolved, That we, his brothers in fraternity, do sincerely sympathize and condole with his bereaved wife and child, and commend them to Him who orders all things for the best, and whose chastisements are meant in mercy. Be it further

Resolved, That our charter and altar be draped in mourning for a period of thirty days in respect for our esteemed brother, and these resolutions be spread on the records of our division; also, that they be published in the Huntington daily papers and the RAILWAY CONDUCTOR.

W. S. CARR,
J. M. SEWELL,
W. C. ROLL.

At a regular meeting of Wayne Division 119, O. R. C., held Jan 26, 1890, the following resolutions were adopted in memory of our late worthy brother, John Mangan, who was killed by falling from his train while in the discharge of his duty, Jan. 3, 1890, at Wheeler, Ind.

WHEREAS, It has been the will of our Heavenly Father to permit death to enter into our division and remove from our midst our worthy brother; therefore, be it

Resolved, That in the death of Brother Mangan we, as a division, have met with a great loss. Though his death was sudden, we may hope his is perfect rest. We shall miss him: we shall meet him no more on earth, but we hope to meet him in the presence of the Most High, who doeth all things well.

Since the death of Brother Mangan an only sister has passed away, leaving the widowed mother childless, to whom we extend our heart-felt sympathy in this her double bereavement. Her loss, though great, we hope is their gain. "Be ye faithful unto the end, that in heaven you may meet with loved ones gone before."

This article is to be spread upon the records of this division, and a copy sent to the RAILWAY CONDUCTOR for publication.

L. W. BLAKESLEY,
J. N. VAN SLYKE.
L. A. HANAGA.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., MARCH 1, 1890.

NO. 5.



RICHARD LOVE was born in Canada, in the year of our Lord 1844, in the month of April, the 10th day. His father lived on a farm, and he received a fair and liberal education, little dreaming in those youthful days that in the years to come he would stand as a gallant and famous representative of two important industries in the then new and unbroken wilds of the two great states that to-day are typical examples of the energy and perseverance of the Sucker and Haykeye settlers of the early days.

Born amid the rocks and hills of that cold and rugged climate, 'mid the sturdy yeomanry, who, after years of toil and toiling, have made that country so near like the states that lie just over the beautiful river, that to-day the traveler could scarcely tell the dividing line by any change in the manner of their living, or the looks of the

country he was passing through. Although this Brother was distinctively Canadian at that time, he is to-day just as much an American, by adoption, and had he always remained across the border it may be that this story would never have been told.

We have before spoken of his having become a representative man, in two important vocations of life. By this we mean the place he has reached among his fellow men as a railway conductor, and as the greatest and most skillful fisherman of the Cedar and Des Moines rivers.

At the age of 20 the subject of our discourse found himself in the city of Galesburg, Ill., having come all the way from Canada on foot, fishing along the streams, lakes and rivers, not as a work of necessity, by any means, but only for diversion and the comfort he could take in this, to him, pleasant pastime. "Isaak Walton," in his day, was considered the most famous veteran of the angler tribe; but alack-a-day, he died before realizing that his theory was all wrong, and lived in an age of the one-idea system, that in order to get a bite one must keep as still as a mouse, and sly up near some eddy or pond, and then throw in the hook and bait, and in a manner, as it were, fool the timid dwellers of the rivers, taking them by surprise, and gaining their confidence by the allurements of the little worm, or the more capricious fly, induce the innocent and unsuspecting representative of the finny tribe to cast his fortunes in the hands of the gay deceiver, who stood out of sight, just over the bank.

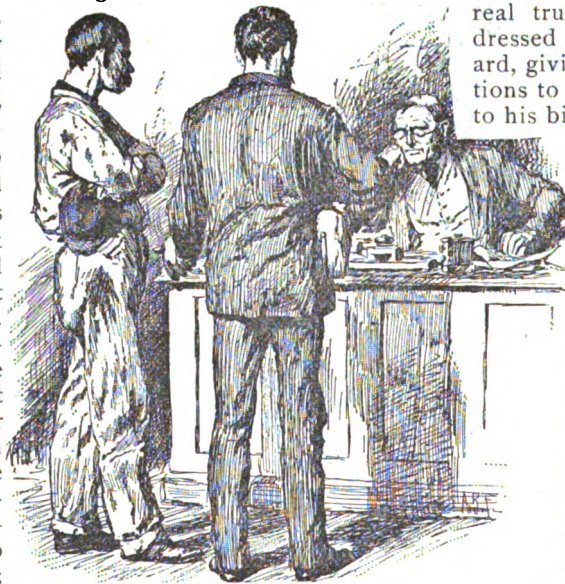
But not so with Richard. He, first of all, initiated a more humane and noble method that not only insures to himself a monopoly of this branch of the finny traffic, but also gives to his life a zest that few, if any, possess to any great extent. His method is simple, yet thousands have tried it, and no success has followed their vain and futile efforts. It is all accomplished by the seeming act of kindness. The majority of the sportsmen of this country, who wish to catch anything, (we now have reference to fish) will quietly drop down near some little curve in the river, or lake, noiselessly throw in the line, and trust to their good fortune by keeping perfectly still and quiet, and in the language of the youth of the day, "just fool them." Not so with our brother; he takes his line and rod, and walks boldly down to the stream, sits down on a stile, or a log, or if he chance to have one, a camp chair, and with a

smile and a grin, begins to tell the inhabitants of the water a STORY. He commences first with one of his exploits while braking on the "Q," when he and Horace Dodd were partners. He used to go down to Spoon river and pull out cat fish that weighed 200 pounds, and minnows that were too large to carry home. One might naturally imagine that these little fellows he was talking to way down in the water would grow uneasy and swim away, but not so. He captivates them with his beautiful way of telling these facts and life experiences, until he has gained their good will, and got the better side of their nature. Then he throws in the subtle hook and line, and he has told some of his intimate friends that he has great and abiding confidence in, those he knew would never tell anyone on earth, (some of his brothers of the O. R. C.) that he has pulled out at one time as high as six black bass that would average at least sixteen pounds. This may seem incredible, but some of his warmest friends, who never contradict him while stating these facts, just as thoroughly and candidly believe it to be true as he does; and, in fact, it would be very unkind in them to believe any different. His theory is that he gets the fish so interested in his story that he seems to have perfect control over them, and they lie idly on the surface of the water at his mercy.

We have heard two or three of his comrades, who live in Marion, Iowa, whom we suppose are a trifle jealous of his success as an angler, (such as Jim Janes and Charley Mitchell) say that he tires the fish out, and they are willing to give up and die, and be eaten, if they can only have a moment's peace and quiet, for he has been known, so they say, to sit right there for twenty-four hours, if they did not give up before. We hardly think this is correct. We do not mean to say that

these two Brothers would prevaricate in any manner, but Brother Love told us a few days ago, in our office, in the presence of three responsible witnesses, that Jim Janes could not tell a fish from a bale of hay. You see Brother Love came into our office this same day a trifle mad.

A few weeks ago the Grand Secretary of the Order of Railway Conductors, (we will not give his name, for if we did we presume he would be just as mad at him as he is at us) told us that if we would write up a truthful story about Richard, and his great success at fishing, he had a small cut that he would let us use for an initial heading. We told him that we would, but that we lacked a little information that we needed to make the story real truthful, so we addressed a letter to Richard, giving him a few questions to answer in regard to his birth place, when he was married, etc., etc., (although we had lived neighbor to him for many years). A few days after this he met a Brother, and old him he had received a letter from us, with the aforesaid request, but he would be a fish before he would do it. The Brother came and told me of this. It may be that we might have unintentionally prevaricated a trifle when we wrote him for said information, for if our memory serves us correct, we as much as told him we were writing, or were going to write, or intending to write, or might some day think of writing, a book giving the history of the old Chicago, Burlington & Quincy conductors, and we wished to get them all in, and as he was one of them a long time ago, we wished to at least be courteous toward him. Well, after the Brother told us that Richard would not give us the desired information, we addressed him another appeal in our most lavish style. This fetched him. So, on the day before recurred to, he walked into the office all alone, with the exception of a big black dog, and throwing the letter



DICK AND HIS DRIVER "DANCE ON THE CARPET."

which contained the necessary information on the table, said :

"There, my brother—"

No we are wrong, and must tell the truth. He said :

"There, you old fool, is what you wanted ! I would never have given it to you, but me and my wife talked it over, and concluded that if we did not give you some facts there would never be any in anything you said of us."

As we mentioned, previously, Richard did not feel very good natured on this day. He asked us where we lived. We told him "out in Central Park." "Well," said he, "I thought you lived there three or four months ago." We told him we did—that we had not moved. "You don't say so!" said he. "Well, how strange ! You used to move every three months when you lived in Galesburg." Then he said that we must live so far out in the timber that the landlord had not got there yet, but we took no offense whatever. It was nothing particular that he had against us. He was only practicing one of his new stories, so that when the ice goes out of the Cedar, he will have a new one to captivate the fish with.

After he went out in Brother Sackett's room, he told him of an old train dispatcher who used to be on the Q., when he was a yardmaster there. This dispatcher used to work nights, and brought his lunch to eat, about one o'clock. Richard went into the office one night to see about the trains as the dispatcher was about to eat, he took down his basket and commenced and in less than five minutes there was twenty-five mice, running up and down his arms and shoulders; pet mice, that were his nightly friends, and he (Richard) threw a book at one of them and killed it, and received a long lecture on the subject of cruelty to

animals. This is also one of the stories that he tells to the innocent fish, when he fain would catch them and gain their confidence. In the heading of this story, you can observe him sitting on a stile, with his usual smile, telling the mouse story to the finny tribe below. In the next act, you will observe a picture, true to life, as he appeared in 1881, as he and his engineer were discerned, when dancing on the carpet before the superintendent. He is in the act of speaking to his engineer, as he remarks in a whisper, "O ! listen to his tale of woe."

And now, we have portrayed the bright and sunny side of a conductor; but we would be doing a good and worthy friend an injustice, if we did not say a word of the other side of a busy life of a railway conductor. Coming to the C. B. & Q., when twenty years of age, in 1864, and only one year engaged in braking before he was given a train. Then a conductor there for nineteen years; leaving there to take a position on the C., M & St. Paul, having been with them for seven years; married in 1869, to Miss Jennie De Spain, their home made bright and happy with the smiles and joy that a fond and loving daughter gathers around the circle, that is so dear to them all, almost ready to graduate at Mt. Vernon college, then perhaps to leave them to make bright and joyous the home of somebody else. And thus you find this bold fisherman a man among men; at all times fond of his lovely wife, proud of his loving daughter, jealous of his coal, black dog, the pet of the household. And may they live yet, many years, to be a comfort to themselves and their many friends all around and about them, is the wish of one who was obliged to write a story of this bold fisherman, who never allows a chance to pass, when he can tell a good story on the other fellow.



A TRIP TO THE COAST.

Leaving the main line of the Northern Pacific railroad at Livingston, Montana, you take a train on the Park branch, which is operated by the Northern Pacific, a ride of two hours and a-half up the beautiful valley of the Yellowstone river, which comes rushing down from its home among the snow capped mountains, over huge boulders, which makes the clear sparkling water foam and boil, throwing its silver spray high in the air as it rushes madly on until it finally loses itself in the placid bosom of the muddy Missouri, and you are at Cinnabar, the end of the railroad, where you will find Mr. E. M. Ray, superintendent of the National Park transportation line, a very pleasant and courteous gentleman, awaiting you with a fine and easy riding coach, drawn by four large powerful horses. You start up the beautiful valley hemmed in on either side by high mountains, and wind around through beautiful glens, over a low range of mountains or foot hills, and you are in the valley of the Gardner river, which comes tumbling down through a great gorge, which seems to have been rent apart by some terrible upheaval of mother earth, and left just wide enough a part for this beautiful stream of water and a royal roadway for Uncle Sam to show its grandeur, which is beautiful beyond description. Its great volume of water, leaping down over great rocks in this mighty chasm; falling over great precipices far down between these mighty walls of rock, the royal bird of our country, with its nest perched hundreds of feet above the boiling, surging water, rearing its young in this grand solitude; up by beautiful cascades, over another low range of mountains and you are at the Mammoth Hot Springs hotel, the first one in the park. It is a fine, large frame building, 420 feet long, four stories high, and contains 150 large, well-ventilated rooms, with veranda extending across the front and both ends; put up at a cost of ninety thousand dollars, and under the management of S. B. Todd, who knows how to run a hotel and give you all the luxuries to be found in any eastern city hotel.

This is also the headquarters of E. C. Waters, general manager of the National Park association, who is a fine appearing gentleman. This association has leased from the government, ten acres of land at

each place of interest, and built hotels for the accommodation of sight-seers.

G. W. Wakefield, general manager of the National Park transportation line, will also be found at this hotel, ever ready to make it pleasant for his patrons. He can take care of two hundred people a day, and keep them all moving over hill and dale, in his fine coaches, drawn by from four to six splendid, large horses. The company have 240 horses, and coaches enough to move two hundred people a day very comfortably.

Uncle Sam has some buildings overlooking the Mammoth Hot Springs, and a company of regulars stationed there, to keep poor Lo from coming into the park hunting, fishing and taking pale face scalps to hang on his war belt. They were very kind and courteous to us, escorting us every place we went, keeping an eye open for our safety, and also for the park, that we did not carry off any of the hot springs or geysers.

After a splendid supper, we started out to look at the Mammoth Hot Springs. On our walk we pass Liberty Cap, a great rock, sixty feet in circumference, perfectly round, and standing thirty-five feet high, capped by a fine crest, resembling the crown of our statue of liberty. We are now at the foot of the most beautiful formation of terraces and fret work of different colors, interwoven as delicately as the finest lace. We go up, step by step, like going up the steps of some palace or mansion. This formation is about fifty feet high. At the top you look at a perfect lake of boiling water, covering about two acres. There are hundreds of boiling springs, the steam escaping from them makes it look like a miniature lake of fire. Off to the right of these wonders, another series of beautiful steps of this grand formation of different minerals, that have been thrown out of the springs, and you see a great ridge some thirty feet high, that has been heaved up by some great unseen power, extending back from the Mammoth Hot Springs a half a mile or more, to the foot of the mountains. The top of the ridge has been rent apart, and there is a small stream of boiling water overrunning the full length of it, boiling over in many places, and trickling down on either side, forming beautiful little rivers, that sparkle

in the sunshine like diamonds of the purest water. A little to the left of this great elevated canal of boiling water, is another great ridge, heaved up and cracked open, leaving great oval shaped openings many feet deep, extending far down into the bowels of the earth. The largest one of these extinct boiling springs is known as the Devil's Punch Bowl, and is forty feet deep. We were down in this one, and indeed, it would seem a fitting place for the devil to mix his toddy, for it was terribly hot, making the perspiration roll off of us before we got half way to the bottom. It would seem that the devil had quite a claim on this part of Uncle Sam's domain, from the many places he has to amuse himself. We were shown the Devil's Toboggan Slide. A great pathway, eighteen feet wide and over two thousand feet long, extending down the side of the mountain, hemmed in on either side with a mighty wall of great, jagged rocks, standing at a sharp angle, sloping to the east. In fact we were shown three of these great slides of the old boy's. Hell Roaring Mountain and Hell's Half Acre, and the whole region, continually remind you, that there has been a terrible rumpus here some time and an awful shaking up, as it were.

Leaving the Mammoth Hot Springs, we go up through the Golden Gate, a mighty gateway of rocks, on the right, towering hundreds of feet heavenward; on the left, a great rock, many feet high, standing like a silent sentinel to this mighty gateway in the mountains; on, up by the beautiful falls of the Gardner river, which pitches down over the rocks some seventy-five or eighty feet, lashing its waters into a perfect fury, as it rushes through this awful gorge of rocks.

Proceeding on up Gardner river canyon, we soon reach a lofty plateau, from which you get a glimpse of some exceedingly grand mountain scenery. Electric Peak, Cinnabar Mountain and Bunnison's Peak; three lofty, perpetual snow capped peaks, standing upwards of ten thousand feet above sea level. Here is a beautiful lake of clear water, nestled in between these great mountains.

Leaving this grand scenery, we wind down around the rugged mountain road by the famous Obsidion cliffs, a mountain of almost pure glass, of nature's own manufacture. It is of different colors, red, brown and black, black being the predominating color.

Leaving this wonderful pile of volcanic formation, we soon reach the great falls of the Gibbon river; here we alight and pick our way down the side of the mountain, along a very difficult and dangerous pathway, to get a glimpse of these beautiful falls, and we were richly repaid for our trouble. To see three great sheets of water, leaping out over the rocks, and falling over one hundred and sixty feet to the basin below. But we must not tarry here. So we climbed back, and again we start down the mountain and soon cross the Gibbon river, pass on up by Clear Springs, Bijo Springs and Beaver Lake, and reach Norris' geyser basin, at 11 o'clock, a. m. Here we are confronted by a pine building, 150 feet long, one and a half stories high, containing twenty rooms, and under the management of F. B. Riley and his estimable wife.

A good dinner strengthens the inner-man, and we feel so much refreshed, that we start out afoot, in order to have more time at the wonderful springs. A few minutes walk and we are right in among a perfect fire hole of boiling springs and geysers. Here we see the Monarch, a powerful geyser, that spouts every evening, at 8 o'clock, making the very earth tremble, when it shoots its great volume of boiling mineral water, over 250 feet in the air; and here we see the Minute Man, spouting every minute; the mud geyser, growling, sputtering and shooting its dirty, thick mud up into the air every ten minutes, and the Emerald, the most beautiful spring mortal eyes ever beheld. Looking far down into its clear, sparkling depths, the sides seem to be lined with the purest of emeralds. The Whirlwind, constantly rumbling and lashing its boiling, seething water into a perfect fury, as it forces its way up through some great subterranean passage.

After spending a couple of hours among these wonderful vent holes, we reluctantly leave, thinking that we have seen the wonder of wonders, but in this we are mistaken, for after bowling along over the rough roads, at times getting out and walking up some steep, almost impassable road, up one side of the mountain and down again on the other side, we cross the Fire Hole river; a great stream, whose waters are almost boiling hot, as it is formed by these great boiling springs, or miniature lakes of boiling water, and reach the lower geyser basin, just in time for supper, which is served by J. C. Callahan and a corps

of willing assistants. The hotel at this point is a commodious frame building, containing sixty rooms.

After a good night's rest, we start on our journey at 7 a. m. feeling much refreshed. A drive of one hour brings us to the famous geyser basin, and we were fortunate enough to reach this part of our journey just in time to see one of the large geysers in active eruption, and it was the grandest sight we had ever witnessed in our lives, to see this great monster spouting its great volume of boiling water 250 feet high, spreading and falling like a heavy spring shower, creating a beautiful fountain of different colors, covering the space of a couple of acres or more. A little to the left and on up higher are the famous paint pots, a series of round, oval and oblong openings, filled with a boiling substance of different colors—red, green, yellow, brown, pink, etc., about the thickness of paint. They are continually boiling and spluttering, mixing and remixing. The most curious of these mud springs is called the churn, as it resembles the old fashioned barrel churn in shape, and makes a noise not unlike that useful implement of domestic use. Here the guides reminded us that the time was up, so we started again, driving close to the world renowned Excelsior geyser, the largest geyser in the world, that takes six years to gather up strength and power for its powerful and wonderful eruption, which makes the very mountains tremble when it shoots out its great column of angry hissing water. On a little farther, and we alight from our cramped position in the coach, cross a rustic foot bridge over on to Hell's Half Acre, and whoever donated it was very liberal, for there are five acres or more of miniature boiling lakes and springs, and among them is the wonderful Prismatic lake. Looking down into its clear, sparkling and mysterious depths, you see the most beautiful shapes and beautiful colorings of wonderful and delicate tinge. The sides, as you gaze down into the wonderful, boiling lake, sparkles like precious stones. To the left of us, and nearer the bank of the river, is a much larger lake, that continuously boils over and shoots its hot, seething, foaming waters into the fire hole river. The steam rising from this awful fire hole is so dense that you can not see much of its wonderful formation, that is tinged with the most delicate colors of the sea shell. Back across the boiling river and on up along its many

windings, and we soon reach the wonder land, the upper geyser basin, which contains the largest assemblage of powerful geysers in the world, besides nearly five hundred boiling springs. Here we see the morning glory, and a glory it is, too, for it is of unsurpassing beauty. Gazing down into this most beautiful of springs, you see the azure blue of the sky reflected in all its glory and all the delicate tints of the rainbow. Farther on we see the Bee Hive geyser, a small geyser, having a formation resembling the home of those industrious insects, and the Riverside geyser, which has formed a top or covering with a hole in the side next to the river, and, when in action, shoots its angry waters straight across the river; and then the Teakettle, the Punch Bowl, the Lion and the Lioness, two powerful geysers, whose formation reminds you of those powerful beasts when lying down, and two smaller ones near them called the cubs; the Giant and the Giantess, that make the very earth tremble with their awful power as they belch forth their fiery elements and send them almost three hundred feet high; the Grotto, whose fanciful shape is far superior in beauty to any artificial structure ever made by human hands, the castle, built by unseen hands, is wonderful, with its unique corners, nooks and tiny spires of beautiful colors, the beach, wafting its tiny waves out from the center as it boils up from unfathomable depths, forming the most beautiful of coast lines; the three sisters, entwined in loving embrace, smiling up at you with their sparkling waters, clear and pure; Specimen lake, with its beautiful deposits of mineral; the Coffin, with its foreboding and gloomy look, reminding you that in the midst of life we are in death, and then "Old Faithful," a grand old geyser, who goes faithfully on year after year, every sixty-five minutes, hurling its huge column of boiling water and minerals 250 feet high, falling and building up layer after layer, until it has formed a great mound fifty feet high around its huge crater, and has covered the earth with a beautiful deposit of different colored minerals all around it. We had the pleasure of seeing this grand old geyser display its wonderful and awful powers four times, and then, after having taken dinner with B. F. Wilty, manager of the Upper Geyser hotel, who, assisted by his wife and a corps of colored waiters, served us a dinner fit for a king, (or a free

born American citizen, which is just as good.) The hotel at this point, is a story and a half frame building, containing fifty rooms. We are now ready to leave this enchanted land of wonders, geysers and hot springs, and wend our way back to the Lower Geyser hotel, to stay all night and dream of the wonders of this fairy land.

After a good night's rest we resume our journey, and start for the grand canyon of the Yellow Stone. We cross the Fire Hole river six different times in going six miles. In many places it had dams built clear across, by those industrious animals, the Beaver. After crossing many beautiful mountain streams abounding in the finest trout, and passing many extinct geysers, up the side of a very steep mountain, by a beautiful lake nestled in among the mountain tops like some huge reservoir to supply the valley below, down a rugged road with many a crook and turn, winding down the mountain side, and we reach Paradise valley, past the spring with the coldest water in the park, down through a lovely valley, and we are at Trout Creek station, where we take lunch with Davy Matthews, a jolly son of the Emerald isle, whose sparkling wit and good cheer made us relish the splendid lunch he set before us.

Leaving the beautiful valley or ancient lake bed, we cross another range of mountains, down through another beautiful valley, over two sparkling mountain streams, up by Sulphur mountain, a great mountain of almost pure sulphur, with two huge boiling springs at its base, boiling and bubbling, making a terrible rumbling noise, emitting their fumes of sulphur and steam, down across Alum creek, whose waters have almost the exact taste of alum, we found the turbulent and rushing waters of the Yellow Stone, and following down its winding course we reach the Grand Canyon hotel in time for supper.

This hotel is a one story frame building, two hundred feet long, containing forty rooms. The association is building a new hotel some distance east of the old one, on a high spot of land commanding a fine view of the surrounding country. The new building will be two and a half stories high, 250 feet long, containing 160 rooms, and will cost \$80,000. A few minutes' walk from the hotel brings us to the Upper Falls of the Yellow Stone, where this beautiful river makes its first great

plunge of 165 feet to the rocky bed below, and with a terrible roar rushes on down through this mighty chasm of rocks only to make another awful leap of 365 feet, a little farther on, and tearing its way through the solid rock, it rushes madly on making music, a fit accompaniment for this grandest of all grand scenery. We follow a narrow bridal path, cross a rustic foot bridge, where the beautiful crystal falls of the Cascade creek, pours its limped waters into the Yellow Stone, falling 140 feet like a beautiful bridal veil, so thin and gauzy are its sparkling waters, on down the rugged pathway through a heavy growth of fine timber and we soon reach Point Lookout, a prominent point of land and rocks extending far out into the grand canyon, affording you a splendid opportunity to view the grandeur of this wonderful watery way. Looking up the river from this point, you are overawed by the beauty and stupendous power of the magnificent falls. Looking down the river you are charmed by the great variety and grandeur of the scenery, gazing down to the bed of the stream you will see the proud bird of our country with its nest perched upon some high pinnacle of rock, hundreds of feet below you, looking like a mere speck, standing as you do, two thousand feet above the river bed, the river looks like a ribbon winding its way down through this grandest of all grand canyons. We pick our way on down the narrow path until we reach Inspiration Point and it is with a feeling of insecurity and timidity that we clamber out onto this lofty pinnacle of rock. The sun was just throwing its golden rays over the distant mountain tops into the grand cathedral of nature's own architecture, lighting it up with all the brilliant colors that delight the eye and please the senses. Enraptured we stand and gaze at these giant walls so gorgeously painted. Imagine, if you can, standing on a dizzy height of rocks jutting out over this mighty river, with twelve miles of these wonderfully painted walls of rock spread out before you, the sun streaming into every nook and corner, bringing out the most delicate colors, the roar of the great falls reminding you of their great power, with Mt. Washington's fine snow-capped crest with its dazzling brightness reflected back at you, the surrounding country all broken by a succession of lofty mountain peaks and rugged rocks, and you have the picture of this grand

amphitheatre of natural scenery. Very reluctantly we leave this inspiring place and wend our way back to the hotel, stopping ever and anon to take another look at this, the grandest scenery in the world. Leaving the grand canyon our road takes us by numerous extinct boiling springs, over a lofty plateau covered with a heavy growth of pine and cedar, down by the Vergenia cascade, a beautiful series of falls and rapids through the winding canyon of Vergenia creek canyon, and we reach

Norris hotel in time for dinner, and then we are homeward bound over a very rough mountain road to the mammoth Hot Springs hotel, which we reach at nightfall. A bath in the wonderfully invigorating water of the mammoth Hot Springs, and a refreshing night's rest, and we leave this enchanted fairy land and start on our homeward journey, feeling richly repaid for our time and expense.

Yours in P. F.,
R. S. KAYLER.

EARLY RAILROADING.

There are many people, yet on the face of the earth, who were here when the rise and progress of railroading became a remarkable phenomena; still there are those who refer with a gratified memory respecting the days when the stage coach and the canal packet were the only means of rapid transit. They tell of the pleasures they had in rocking over rough roads on the old time thoroughbraces of the coach, the sound of the shrill tin horn of the driver, as he neared the country tavern and rounded up for dinner, to the admiration of the landlord and a half a dozen loungers and boys, who were ever present, to be present upon the only exciting event of the day. So, also, do the old travelers recount the days they rode on the canal packet, with its home comforts and rapid, quiet gliding through the placid waters of the narrow ditch. The meals they had served on board, and the narrow shelf on which they divided their repose, between the mosquitos and the rattle of the setting pole of the man on deck. Those were the best methods known in those days, and they who adopted them thought of nothing better, unless it be a private carriage, coachman and out-riders.

When railroads were adopted, they were expensive, but nice. They were slow of construction, but when completed, everyone wanted to take a ride and not "wait for the wagon."

When Stephenson, the Scotch engineer, was explaining his theory of railroads to the House of Lords, in England, one thoughtful member, thinking to non plus the theorist asked, in a very lordly way: "Now, sir; tell me, when your road is in operation and the engine comes along, as you say, at the rate of ten or fifteen miles

to the hour, suppose a cow should be found upon the track, what then, sir?'

"*It would be very bad for the Coo,*" was the quiet response.

The writer, hereof, had his home in western New York, at the time when there were no railroads in that section, and when the people began to accept the fact, that iron ways were the coming means of travel, they began to cast about for means to carry the project to its ultimate result. There had been a railway from Albany to Schenectady, and the people towards the west longed for a longer line, and when the legislature granted a charter to several different companies, extending to Buffalo, it appeared as if there was no other impediment in the way of a continuous line, from the lake to the river, no thought entered the head of the most exacting, that there could be need of a line of railway, when such perfect water communication as Lake Erie and the Hudson river offered. But the people must come forward with money if the road was to be built. Now the benefits of the road were acknowledged to be supreme, and about every person wanted it to come close to their habitation, and when the line was surveyed between Geneva and Canandaigua, the men of Vienna (now Phelps) could not see the way clear if they invested their money, if the road did not make a detour and reach their village, and so it was, that instead of a direct line of fifteen miles, the road circles around to the extent of twenty-two, in order to be generous and get the needed stock. Time proved, that those thriving villages could not always remain on the main line of travel from east to west, but they can never be deprived of the blessings

which fall from the moving car of advancement.

Grave, thoughtful men have declared, that steamers could never cross the Atlantic by steam alone, because they could not carry fuel enough for the voyage. Men of good judgment, have in times past said, that there would never be uses for lines of railway, close to, and parallel with our great navigable waters, and as to Lake Erie, and Ontario, as well as the Hudson river, although the short time they were frozen and not navigable, it was but a slight inconvenience, and people could make their calculations accordingly.

The people on the Ohio river, and below it, and the people on the line of Lake Erie, wanted better means of transit, between each other, than the Ohio canal offered. Sandusky was the first to open the ball and go on with the dance. She had been left out by the construction of the Ohio canal, when Cleveland got the plum, but she was bound to make her city the metropolis of the lakes, and a road was built over her flat prairie to Bellevue, with a wild longing to extend it to Columbus. She had a strap railroad, and a single passenger car, and two locomotives, equipped for travel, some twelve or fifteen miles, and it was on a road thus equipped, that the writer first enjoyed the luxury of a railroad ride. The stately engine, the palace car, and all appearing so nobly advanced, that they held out inducements to abandon a trip by steamer to Detroit, for which the pursuer had been paid, and to Bellevue we went steaming, as much after the style John G. Saxe relates in rhyme a railroad ride; but, at times, we halted on the broad face of the prairie, to spike down a snake head, and again to increase the lessening of steam, but we got there all the same, had dinner and got back to Sandusky in time for the steamer, the following day, for Detroit.

Chas. Dickens made his first trip to America in 1842 and in his American notes gives his experience as he makes the journey across Ohio, from Cincinnati to Sandusky. In the light of today it would appear that he indulges more in romance than reality. He was mightily troubled in about all he met in this country and nothing could compare with good old England, you know. From Columbus to Tiffin he had no other means of travel but a stage coach, which set himself and wife, at times in distraction. He says he had to

stay over night in a log hut with two doors opening out into the black night.

Dickens says that at Tiffin he took the railroad at 2 p. m., the traveling on which was slow, its construction being indifferent, and the ground wet and marshy, and arrived at Sandusky in time to dine that evening. We put up at a comfortable hotel on the bank of Lake Erie, lay there that night, and had no choice but to wait there next day, until a steamboat bound for Buffalo appeared.

In the later published works of Dickens he appears to have expurgated much that he was evidently ashamed of, for it is distinctly remembered that in his first letters, giving accounts of his American travels, he was rather rough on his hotel and landlord at Sandusky, for he once wrote that he could not find enough water in his rooms to wash himself. He must have been awful filthy, he was in plain view of a lake full of water, but Sandusky bay does not always have the appearance of clean water.

At this time, Cleveland could not boast of any sign of a railroad, unless a wooden tramway from her public square through Euclid street to Doane's corner, built to transport building stone from the quarries to the city. It was a short lived enterprise, had a single passenger car, drawn by a single horse and is said to have had a single passenger.

When it became apparent that Cleveland must have a railway extending toward the Ohio river, a charter was obtained, which, like New York, did not bear with the assurance of a built road. Hard work must be done, assurance must be held out to men of money that it would pay, in order to raise the means; it was slow work, enterprising men put their shoulders to the wheel, but they could not move it with any degree of rapidity. Men of money held back, men who would be benefited by the road in the advance of property, would not risk money on the venture. The road hung fire for years, at least the enterprise remained a dead letter, but something must be done or Cleveland might as well be fenced in. A public meeting was called, the cause well stated, ample speeches made and the condition of the city held up to the people in case the project failed. Alfred Kelley, the president of the road, in his quiet and convincing way, presented the advantages of a road to the business of the city, and closed his re-

marks by saying if the project of a rail road to Columbus failed, Cleveland hereafter would be recorded in all the gazeteers as a small town on Lake Erie about six miles from Newburg, where steamboats sometimes stop to wood and water. This brought down the house, in fact it brought down more, it brought down the needed cash to go on with the work. The people came forward and put down their names to the subscription books of stock, and Cleveland has to this day felt the good of railroads, and has not held back her hand to help any like enterprise, until she prides herself from being a little village six miles from Newburg with six thousand inhabitants, to one that has embraced Newburg and holds fully a quarter million of human souls.

When the fate of her Cleveland, Columbus and Cincinnati railroad was vibrating in the balance, it was regarded as necessary to hold her charter that a show of work should be made on the surveyed line, therefore, the President, Secretary, Treasurer and some of the Directors made a display of initial work, and on the flats south of Cleveland this party got themselves together, and the president did absolutely fill with a shovel, a barrow with earth and dump it, no matter where, but it was dumped, and in contentions a single son of Erin labored in the same line all one winter, only taking a respite after a siege of sciatica in consequence of reclining on the snowy ground at lunch time.

All roads have had their troubles but to-day the Big 4 is a host in itself, holding a wide range of iron (steel) rails and swaying a vast influence in the grand system of transportation.

The writer had the historic pleasure of taking a trip on the above named road on her first run over the first twelve miles completed. We had one flat car for our comfort and convenience, a car that was used in construction. There were four passengers and we went to the woods south of Rocky river near Berea and had a nice time standing on our feet all the way. There was on board one man from Emerald Isle persuasion, that declined to disburse the amount of a quarter to reimburse the road for the outlay, claiming that he was one of the employes of the road. The conductor, Jim Laughery, could not see it in that light and ordered him off, which he declined to obey, a tussle ensued while the car was in full motion, and it would appear that both conductor and passenger would be waltzed off the car. A halt ensued, the engineer shut off, and at a halt of the train the impecunious passenger reluctantly jumped ashore, and the train moved on, not until the conductor had received a blessing or otherwise from the irate individual who declared he would pay him for that. Jim responded that such was all he asked, and if he did he could ride to the end of the road.

GEO. F. MARSHALL.

AT HOME, }
BLOOMINGTON, Ill., Dec. 28, 1889. }
Wm. Reilly, Chairman ; W. P. Sheehan,
Chief Conductor ; I. G. Schmitt, Secre-
tary, Division No. 206, O. R. C.

GENTLEMEN : — I have delayed until the last possible day answering your kind invitation, which I found here on my return from Europe, hoping that I might be able to accept it and attend your ball and banquet, on the 31st, which I very much desired to do.

Before my return I agreed to meet some parties at such time as they might fix, about the holidays, and they have fixed a time that will prevent me from attending your festivities.

In addition to the pleasure I would receive in meeting so many faithful workers, with whom I had labored in the railway

service, I hoped to have had the pleasure, in a formal way, of expressing my appreciation of the practical working of your organization, and the great benefit and assistance derived by me from it during my management of the Wabash.

The merit — the true worth of your Order—is, I think, known to every manager ; yet it is evident to all that you have not always received that recognition to which you are evidently entitled, and this failure has been due almost, if not entirely, to the pressure of other matters, or the presence of circumstances over which the managers had no control.

I know at one time, when matters in the interests of the conductors, were under discussion, so far as the merit went, no man questioned the propriety of improvement. The question was not : "Shall it be done?" but was : "How can it be

done?" and failed from lack of power to secure simultaneous and uniform action among all roads interested, some being unable to act.

While I believe that great improvement can, should, and I doubt not, will soon be made in the relations of the conductors to the roads, their terms of service, duties, pay, etc., beneficial alike to the roads and the conductors, yet I cannot but congratulate you upon the much better position and relations occupied by you than that of the "Guards" of the roads in Europe, who perform some of the duties that are performed by conductors in our country, and whose duties come nearest to that of our conductors.

In respect to the certainty of the holding of their positions, they, I think, have an advantage over the American conductor, save on a few of our roads, where special rules exist.

There the guard seldom, I think rarely, if ever, loses his place except for some grave offense wilfully done, or for gross negligence, or such negligence as shows incapacity, or for apparent incapacity after fair trial, in which case they are taken from their position and put in some lower one, that they are competent to fill.

Dishonesty, when clearly proven, which is generally determined by a criminal prosecution before the courts, and when not, by a committee of officials of the road, after a full and fair hearing of the accused, and of any evidence that he may offer, or explanation that he may make, not only results in dismissal but practically excludes the man dismissed from further engaging in railroad service. No man is dismissed, degraded or disciplined except for cause averred and proven after fair hearing.

Such, at least, I found to be the prevailing rules, and such I believe would be good rules for the railroads of this country.

In my opinion, the better condition of the conductors of this country over the guards of Europe, is in a great measure due to your Order.

This difference it is difficult to realize without an actual experience. In comparing the different workings, a few leading points may be named:

To begin with, the pay of the guard is about one-third of that of the conductor. His hours of service are as long, or longer, but his responsibilities are not so great, or his authority, or power, so exten-

sive, and his position not so dignified or manly. Indeed, he is nearer like a head porter, directing the men who black the boots and move the baggage, and who are on the alert for a "tip;" and he, too, in many, if not in most, cases is willing to take a fee from the passengers for a service, or a courtesy, expecting not less than a shilling where a sixpence would satisfy his subordinate.

It was a source of satisfaction, and I think commendable pride with me, to be able to assure English, Belgium, Dutch, German and French railway officials that such a thing as a conductor receiving a "tip" was unknown in America; that it was true here, as it was there, among men entrusted with moneys (guards do not handle money), that occasionally a man was charged with "knocking down spending money," but that I never heard of one being charged with begging for it, and claimed that ours was the lesser of the two evils, as the pilferer took the money of the company while the beggar took the money of the passenger, given that he might get what the company was paid for by him, and that in each case a downright act of dishonesty was committed, for which the delinquent should be dismissed.

Fancy the predicament of the passenger who starts out on a day's journey, locked up in a compartment, with seats crosswise of the car, barely far enough apart to allow two rows of passengers to sit facing each other, without closets, water or opportunity to move or stretch his limbs, with ladies and gentlemen often mixed indiscriminately together, and you will see at a glance that it behooves the passenger to "stand in" with the guard, the man with the key to that door, and the power of starting the train from the stations, and you will, I think, not wonder why the "Pilgrim" unaccustomed to the ways of the country, is generally liberal in his contributions to the train men.

At one place, after a long ride, an announcement was made, which I afterwards learned was that the train would stop four minutes. There was a general rush for the closets, which were of insufficient capacity, the doors of entrance side by side, the ladies' and gentlemen's apartments separated by a partition. Two lines, one of women and one of men, were ranged side by side, elbow to elbow, awaiting their turn of admission to their departments. When it became apparent

that the time allowed was not sufficient, one gentleman in the rear announced to some friends in front, in English, with American accent, that they need not feel any apprehension, that he had subsidized the guard for a half dollar to hold the train until he got on board. It was held, and started the moment he was ready.

It is usual to find ladies' and gentlemen's closets near together. It is, however, common to find a charge of a penny for admission to the ladies' departments, and at one place it was necessary to "drop a penny in the slot" when the door opened for one person.

It may be said in a general way, that the roads of Europe, more especially those of Great Britain, are worked by two classes, viz: officers and servants, which, there, is too generally understood to mean gentlemen and menials. The dignity (?) of the first, in a great measure, prevents them from coming in contact with the passengers or the public, except on extraordinary occasions, and the mendicancy and grasping propensities of the latter quite often result in a neglect, or refusal, to perform ordinary duties, or practice common civilities, except where a gratuity is given or expected.

In comparing the pay of the conductors with that of the guards, I do not want to be understood as saying that the former is over or the latter under paid. On the contrary, it is, I think, or at least it should be, universally conceded that in the increase of the compensation of officers and employees, in the development of the roads of this country, and the methods of management, the conductor has not been kept abreast of the others, while the value and importance of his service and responsibility has undergone as great an advance as any other. While the compensation of the guard is much less than the conductor, compared with the service rendered, it is not relatively out of proportion. Where one is not familiar with the lack of it, it is quite impossible to estimate the value to a road of the service of a gentleman in authority who can be seen and conversed with by every passenger upon its trains. It is certainly worth more than the difference between the pay of the conductor and the guard.

On one of the main lines, between two of the great capitals of Europe, I was struck with the magnificence of the roadway, and appliances, and the extravagant

expenditure of money to meet the demands of an enormous passenger traffic, together with the multitude of employees, whose very presence in such great numbers, seemed to me a hindrance where intended as a help, and the train service of the whole line presented the appearance of a stampeded army, where all were stragglers, and at a safe distance from the enemy, where every man was engaged in a leisurely effort to take care of himself. What I saw was not exceptional on the occasion of an unusually great crowd, but was a daily occurrence in caring for the regular daily business of the road.

I was not surprised, when in conference with a gentleman largely interested in such matters, to hear that there was a large per cent. of the amount actually invested in the road upon which no interest or dividend had ever been paid. When asked my opinion as to a remedy, I suggested that an American railway superintendent, with American conductors, not guards, and train men, be employed, and that the best might be secured, at least double the salaries given in America; to substitute real American cars for their lock-box carriages, and gave it as my opinion, in which I am clear, that in six months the road would pay interest on all the money invested in it.

There is a fertile field over there for the missionaries of your Order, yet, as I know, there is also very much left at home of good for you to accomplish. Where ever you may labor for the advancement of the principles and purposes of your Order, appreciating, as I do, the goodness of your intentions, and the practical and substantial results already gained, you will always have my best wishes for your success and prosperity.

Greatly regretting my inability to be with you, I am very truly yours,

JOHN McNULTA.

The Chinese Minister's Ring.

The Chinese minister wears an enormous diamond ring on his thumb. This stone is of immense size and very brilliant. The setting, instead of being gold, is of dark wood. The wood from which the ring was made is very old—said to be 1,000 years—and its rarity makes it more costly than gold.

Lula Lake.

On the top of Lookout Mountain,
 In a calm, sequestered spot,
 Where the rocks in magic grandeur
 Form a weird, romantic grot,
 Where glides a purling brooklet
 O'er its bed of rocks and sand,
 E're it dashes down the pathway
 Carved for it by nature's hand ;
 Where the ferns in summer verdant
 Cluster neath the oak and pine,
 And the flowers bright and fragrant
 Make a scene complete, sublime,
 You will find the fairest lakelet
 That e're rippled in the breeze,
 Or reflected back the shadows
 Of the over-hanging trees.
 All around its rocky margin,
 Flowering cliffs rise high in air,
 And upon its crystal bosom
 Chase each other dimples fair.
 As you view this fairy mirror,
 With its frame of rugged stone,
 Your mind perforce will wander
 To those days long past and gone,
 When the Indian warrior paddled
 O'er this lake his bark canoe,
 To meet some dark-eyed maiden,
 And his loving vows renew.
 To the banks of this lone lakelet,
 Eliza, the Indian maid,
 Flew with the child of the thirty murdered,
 And her father's vengeance stayed,
 By climbing to the summit
 Of the crags that gird its shore,
 And vowing that in its waters
 She would sleep for ever more,
 Before the savage rabble
 That awaited them below,
 Should have one golden ringlet
 That clustered round his brow.
 How sublimely grand the picture,
 With her wind-tossed, pretty hair,
 Eyes darting back defiance,
 Showing a will to do and dare,
 While closely to her bosom
 She clasped the captive child,
 Battling for the right, and bravely,
 Midst scenes so stern and wild.
 Full many are the legends,
 Hovering round its rocky range,
 Filled alike with pride and sorrow,
 Of the pre-historic days.

[This child was the only survivor of a boat laden with a band of thirty pioneers, going down the Tennessee, which was taken by Terapin Ross, a half-breed chief of the Hill Tribes of the Cherokees, and all on board murdered except this child, whose life was saved by Eliza, daughter of the chief, in the manner described.]

LOOKOUT.

The World's Prayer.

O, almighty dollar, our acknowledged governor, preserver and benefactor, we desire to approach thee on this and every other occasion with that reverence which is the superior excellence, and that regard which shall ever be cherished for exalted greatness. Almighty dollar, without thee in the world we can do nothing, but with thee we can do all things. When sickness lays its paralyzing hands upon us thou canst provide for us the tenderest of nurses, the most skillful of physicians, and when the last struggle of mortality is over, and we are being borne to the resting place of the dead, thou canst provide a band of music and a military escort to accompany us thither, and last, but not least, erect a magnificent monument over our grave, with a living epitaph to perpetuate our memory. And while here in the midst of misfortunes and temptations of life, we perhaps are accused of crime, and brought before magistrates ; thou, almighty dollar, can secure to us a feed lawyer, a bribed judge, a packed jury, and we go scott free. Be with us, we pray thee, in all thy decimal parts, for thou art the only one altogether lovely and the chief among ten thousand.

We feel there is no condition in life where thy potent and all-powerful charms are not felt. In thy absence how gloomy is the household, and how desolate the hearthstone ; but when thou, O, almighty dollar, art with us, how gleeful the beef-steak sings upon the gridiron, how genial is the warmth that anthracite coal or hickory wood diffuses throughout the apartment, and with an exuberance of joy continues to swell every bosom ; thou art the joy of our youth and the solace of our old age ; thou canst adorn the gentleman and feed the jackass ; thou art the favorite of the philosopher and the ideal of the lunk-head. When an election is to be carried, O, almighty dollar, thou art the most potent argument of politicians and demagogues, and the umpire that decides the contest. Almighty dollar, thou art worshipped the world over ; thou hast no hypocrites in thy temple, or no false hearts at thy altars ; kings and courtiers bow before thee, and all nations adore thee ; thou art loved by the civilized and savage alike, with unfeigned and unfaltering affections ; we continue to regard thee as the hand-maid of religion and the twin-sister of charity.

O, almighty dollar, be with us we beseech thee, attended by an inexpressible number of thy ministering angels, made in thine own image, even though they be but silver quarters, whose gladdening light shall illuminate the vale of penury and want, with heavenly radiance, which shall cause the awakened soul to break forth in acclamations of joy. Almighty dollar, thou art the guide of our footsteps and the goal of our being. Guided by thy silvery light, we hope to reach the golden gate, triumphantly enter, while hands harmoniously sweep the golden harps as we enter the golden street.

Almighty dollar! thy shining face
Bespeaks thy wondrous power;
In my pockets make thy resting place,
I need thee every hour.

And now, almighty dollar, in closing this invocation, we realize and acknowledge thou wast the god of our grandfathers, the two-fold god of their children, and the three-fold god of their grandchildren. Permit us to possess thee in abundance, and of all thy varied excellence, is our constant and never-ending prayer.

[We give this article space by request of a member of the Order.—ED.]

A Redman's Wedding.

Powhattan tribe had two unpropitious nights for their entertainments at the theater, last week, but all who attended Saturday evening were well paid for their trouble. The rendering of the play, "Brown's Exposure," was a good burlesque on the initiation ceremonies of the order, and those taking part performed their allotments in good style. The music was good, and the tableaux very pretty, but the receipts were not up to the expectations. However, the tribe believe that their well-carried-out program will insure them better success when they again appear before the public. An interesting, and the closing part for Saturday evening, was the marriage of Conductor Joseph Bedford and Mrs. Rose Bessey. As the curtain rose on the Indian camp, Rev. A. E. Wilson was found to be the center figure. Mrs. Bessey and Mr. Bedford, dressed in Indian costume, were called, and entering from either side of the stage, were united in the bonds of matrimony by the minister. After congratulations, colored lights, a burst of wedding music from the orchestra, and the fall of the

audience retired pleased with the novelty of witnessing the first wedding in the Metropolitan theater, with a goodly number of Powhattan braves as witnesses.

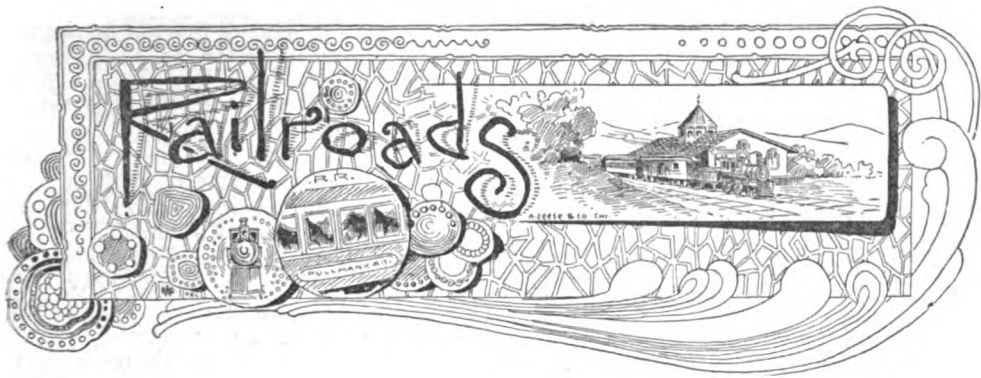
[This new Powhattan is a member of Division 45, Onenota, N. Y.—ED.]

The following is from one writer to another:

The airing you are giving the credit companies and commercial agencies is the best thing of the nineteenth century, in justice to all concerned.

Now, if you should go after the snide detective agencies who put men out on the road to watch conductors, and make false reports in order to hold their own jobs, you would be an angel. You can see the same rule holds good with the detective, or spotter, as in the case of the soliciting agent for the credit companies; the object is to make a record themselves, without reference to the honesty of the report. However, the Northern Pacific is very good about giving their men a fair chance to clear up these reports, but if something could be done to compel these rascals to suffer the consequences of false reports, better service could be attained, and what is still better, if our great railroads would pay their passenger conductors the amount in salary that is annually set aside for detective service, I believe great good would be the result.

A train on the Rochester portion of the Erie road, with Bro. "Ed Sackett, a brother of Orange Lemons Sackett," in charge, with Engineer Milliman, at the throttle, engine No. 127, (a mogul) rolled into Rochester a few days ago, containing the officials, passenger and freight, of the Erie road. The train consisted of two cars, a beautiful parlor car and a magnificent hotel car. This party left Jersey City at 8 p. m. Monday night, stopping at different points to make an official inspection; stopping over night at Binghamton, from Binghamton to Elmira, from Elmira over the Tioga Railroad to Tioga Junction, thence via the Fall Brook line to Corning, the next to Bath then to Hammondsport over the Bath and Hammondsport R. R. to Conesus, thence to Rochester. The run from Bath to Conesus thirty-seven miles was made in thirty-four minutes. The officials seemed well pleased with the road traveled over, and all its appointments. Good for the Sackett family.



Traveling Agents Association meeting at Buffalo, N. Y., Tuesday, Aug. 19th.

* *

Ten new engines for the Chesapeake & Ohio Co., built by the Richmond Locomotive works.

* *

Eleven new engines for the Cincinnati, New Orleans & Texas Pacific Co., from the Baldwin Locomotive works.

* *

American Association of General Passenger and Ticket Agents, in the City of Mexico, Tuesday, March 18th.

* *

Eleven hundred thousand tons of new steel rails has been contracted for by the management of the Big Four system.

* *

Mr. J. E. Childs has been appointed general manager of the New York, Lake Ontario & Western, and assumed his duties Feb. 1st.

* *

Ten consolidated and ten switch engines from the Roger's Locomotive works, Patterson, N. J., for the Louisville and Nashville Company.

* *

A company with a capital stock of \$250,000, is being organized at Atlanta, Ga., which proposes to erect car works and build and repair railroad cars.

* *

Peter L. Dudley, erst-while General Passenger Agent of the Cincinnati & Lebanon road, according to a telegram, has been found short in his accounts in the amount of five thousand dollars. He is no relation to Brother Ed. Dudley, of Galesburg Division, No. 83.

Mr. J. Westinghouse, President of the Westinghouse Manufacturing Company, of Schenectady, N. Y., died Jan. 17th. He was the eldest brother of George Westinghouse.

* *

Hurrah for the brakemen employed on the D. & H.! Five dollars per month advance since Feb. 1st. This will help many a poor fellow, and all have worked for too small wages for many a year.

* *

We learn that Mr. F. H. Britton, Superintendent of the Chicago, Baltimore & Ohio, will probably be appointed General Superintendent of the Trans-Ohio divisions, Mr. W. W. Peabody having resigned.

* *

A company has been formed in New York to manufacture and deliver soup in bottles the same as milk; the milk will be all right, but those who buy the soup had better examine it carefully for there may be many a poor railway employe in it.

* *

Two thousand five hundred freight cars on the Lehigh Valley, are soon to have the Westinghouse quick action freight brake applied to them. We learn that the Pennsylvania Railway has about ten thousand cars fitted with the same brake.

* *

There appears to be some prospects that the New York Locomotive works, of Rome, New York., will be removed to St. Louis, Mo., as the Merchant's Terminal Bridge Co., have donated a large tract of land on which to locate the works.

* *

In a former issue we stated that John C. Gault had retained his position as general manager of the Queen & Crescent until April 1st. We were mistaken and hasten

to make correction, as Mr. Carroll has the honor of being general manager of the Queen & Crescent.

* *

Twenty-five more moguls of the mother Hubbard style of fire-box, from the Dixon Locomotive works, to run between Scranton and Hancock, Pa. We were nearly scared to death at the last named place, when a boy, as it was the first place that we ever saw a locomotive of any kind.

* *

It seems that the gripe, from current reports, has played sad havoc with the volunteer and relief associations of several of our trunk lines, and while it is certainly a good thing for the employes, it is rather a costly kind of a grip, that has taken hold of the relief associations of this country.

* *

An Old Men's Christian Association: we certainly hope it will be organized. There is undoubtedly as much necessity for having an Old Men's Christian Association as there is of having a Y. M. C. A. Of course we could come nearer getting into this than the other, and perhaps that is the reason we approve of the Old Men's Christian Association.

* *

President John Newell, of the Lake Shore & Michigan Southern, has gone to Europe. If he has pocket money enough to pay his expenses on this journey, we have no doubt but what he will have a pleasant time, and we sincerely hope that he has. If it were us we might possibly get to Europe in the hull of a vessel, but that would end it; we never could get back.

* *

The irrepressible George Francis Train proposes to make the trip around the world in sixty days. Success to you, Francis, whether you make the trip a success, or not, so far as hours and days is concerned, we hardly know, but of one thing we are certain; the public, who are very generous in their expressions regarding such undertakings, will no doubt be amused when the history of your travels is written.

* *

A little girl, whose parents were killed a few days ago, being run over by a train on the C. & N. W., has been paid the sum of \$7,500; not only paid this sum, but the act was voluntary on part of the company.

We are glad to hear of this act on the part of this great corporation, as it is a beneficent one on their part, and will no doubt come very handy to the little girl who is left an orphan.

* *

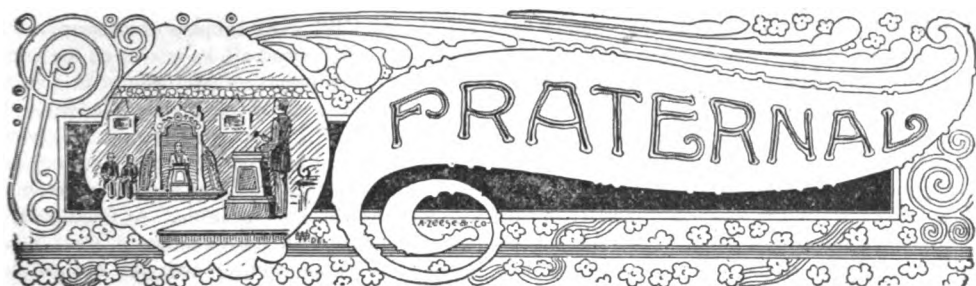
The great Northern Railway line embodies the roads which have been operated under the titles of St. Paul, Minneapolis & Manitoba, Eastern Railway of Minnesota, Montana Central Railway, Willmar & Sioux Falls Railway, including the Duluth, Watertown & Pacific, soon to be completed, which constitutes a system of nearly three thousand three hundred miles, with appropriations for increasing the extension of this line to the Pacific coast. We are glad that this statement has been made in order that all may know definitely what the right name will be hereafter.

* *

We learn that prior to his departure for Egypt, Africa, and other foreign countries, the retiring superintendent of the Burlington & Missouri River road, Mr. D. E. Thompson, was remembered by the officials and employes, and presented a valuable pair of binocular field glasses and a magnificent upholstered mahogany chair. This was a very kind act on the part of the officers and employes who were under Mr. Thompson, and if all who were participants in this gift can truly feel, that Mr. Thompson has been as kind to them as they have to him, then we have nothing to say in regard to the acts of the donors, or the acts of Mr. D. E. Thompson.

* *

From the *Railway Age*, of Feb. 15, over the signature of the superintendent, we learn, that there never was any order issued by him, whereby any employe was forbidden to wear a beard, if he had a mind to. We hasten to correct the few remarks we made a few weeks ago on this subject, and place this superintendent in a proper light. However, we must do justice to the employes who received this order or notice, as they supposed, as we do not wonder, that they thought they must cut their beards all off, and had they understood that they must cut their heads off, it would not have been anything extraordinary, as, after reading the manifesto of the superintendent, we have tried to make out his name, and if his circulars are a prototype of his signature, we can not wonder, that not only the employes but the public have been misinformed.



BRATTLEBORO, VT., Jan., 1890.

EDITOR RAILWAY CONDUCTOR: For one, I am glad to see the question of running Sunday trains brought up again for discussion. The subject cannot be agitated *too* much nor *too* often. It is a question, in fact, that interests every person, whether directly or indirectly associated with railroads, either in the capacity of employer, employe or patron. I wish each and every member of the Order, would express himself freely and without restraint. Let us have the sentiments of the Order as a body.

Brother Wadlaugh, of Greenfield, Mass., has some peculiar ideas in regard to what he is pleased to call the "Sabbath." He still insists on confounding the two days, Sunday and the Sabbath, without knowing the difference. He totally ignores the fact, that the Sabbath of the bible, comes on Saturday, the seventh day of the week, and Sunday, the day set apart by Constantine, a ruffian and a cut-throat, on the *first*. To suppose God is angry with a man because he reads a Sunday paper, or runs a train on that day, is stuff and nonsense, and how any man of even mediocre intelligence can for a moment believe it, is entirely beyond my comprehension. The day Brother W. has so much to say about, if he will take a little pains to post himself up, is directly traceable to Paganism. Worcester, in his dictionary, says, "Sunday, so named because anciently dedicated to the sun, or its worship." All authorities admit that Jesus was publicly branded as a Sabbath-breaker. Did he not pluck the ears of corn on that day? Did he not say, that the Sabbath was made for man, and not man for the Sabbath? Is it any worse to run trains on Sunday than horse cars? What is the difference? Is not the work on the Monday morning paper done on Sunday? Rev. Mr. Talmadge's sermon is reported, the short-hand notes transcribed, and the matter set up and published on Sunday, and the next morning sent broadcast over the land, is it not? On the other hand, is it not true, that all the work on the Sunday paper is done the day before? Do not the clergy earn their salaries on Sunday? Does not nature perform her work as well and faithfully on

that day as on any other? Do not the birds sing as sweetly, and does not the sun shine as brightly on Sunday as on Monday? Are not people born on Sunday, and do they not die on Sunday? Is it not a fact, that Sunday *here*, comes on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, in other parts of the world? Suppose Brother Wadlaugh should be suddenly stricken ill on Sunday, and in that condition remain unconscious until Friday. Would he know when he came to his senses again, whether it was Friday or Sunday, the day for worship or for work, without asking some one, or consulting the calendar? I am afraid not. To talk about great nations being overthrown because they "disregarded my Sabbaths," is folly. There is no genuine authority for such an absurd statement. It isn't reasonable, much less, common sense.

Such a thing as the "day of rest," is unknown in Berlin. There all classes of society, the high and the low, the rich and the poor, say to themselves, "Now, for a day of pleasure." During the summer, extra trains are run on Sundays, and early in the morning, the railway stations are crowded with men, women and children, loaded with baskets, glad to escape from the narrow, suffocating streets into the open country. It is so in Boston, New York, and other large cities. Yet, our Christian Brother, would prevent such things if he could. Possibly he might be inclined to resort to inquisitorial methods. Even here in Vermont, a dastardly attempt was made last November, to wreck an excursion train run on Sunday to accommodate mechanics and their families, who could not get away any other day during the week.

One of the objectors to the running of the train, poured oil on the rails, but it was discovered in time to prevent any trouble. Had it occurred on the mountain side, where the grade is 204 feet to the mile, and not been discovered, the consequences might have been fearful. If that is Christianity, the good Lord deliver us from any more of it.

Would Brother W. like to reverse the wheels of progress, and roll them back to the time of Cotton Mather? Is it his desire or the desire of any per-

son, except a bigot, to see the old Connecticut Blue Laws put in force again, laws that made it a crime to walk out on Sunday, a misdemeanor to smile, and an offense for a man to kiss his wife and children on Sunday? Is Brother W. so dull of comprehension, that he cannot discern the intents and purposes of the so-called Blair "Sunday-Rest bill?" Were there any sincerity in such a proposed measure, I would gladly say, God-speed the passage of the bill, but there is not. If it was really in the interest of the laboring man, I would willingly strike hands with Brother W. in trying to to secure its enactment. To any one, however, who is not blinder than a bat, the object of that bill is to compel everybody to attend church on Sundays, to saddle a law upon us, that shall prohibit our enjoying ourselves as we choose, a law, that shall stop the running of every train in the United States on Sunday, making life a burden and existence a bore. That is the gist of the whole matter. Deny it if you can!

This childish notion, that Sunday is any better or more holy than any other day, is all gush. Is there any man with even a common school education, that really believes that it makes a particle of difference whether a man rests on Wednesday or Sunday, so far as physical recuperation is concerned? The stress laid upon what one or two railroad managers say about working their men on Sunday, has no particular significance, one way or the other. If a man is worked twenty-four hours out of the day, as some of them are, it is no wonder that they are good for nothing at either the beginning or ending of the week.

I believe in making Sunday a day of pleasure. a day of joy, a day, as my friend Col. Ingersoll says, "To get acquainted with your family." I believe in granting to every man, woman and child, the same privileges I would ask myself, but I *don't* believe in 80,000 men dominating sixty or seventy millions of people, as to how they shall spend the Sabbath or Sunday. In the words of Patrick Henry, "If this be treason, make the most of it."

Yours for the good of humanity,

M. SEVERANCE.

Pine Bluff is modest and slow-going, but like the mills of the gods, when she arrives at her objective point, both pedal extremities are liable to be with her.

The latest honor bestowed upon her is the appointment of one of her citizens, Mr. W. C. Hazeltine, superintendent of the new Stuttgart & Arkansas River road. No young road has ever made a better selection. Mr. Hazeltine has been for a long time a conductor on this road, being the oldest conductor in the service, but one. He is thor-

oughly grounded on all subjects of railroad work, and above and beyond all, he is one of the most popular and courteous railroad men of this state. His appointment took effect last Monday. In conversation with a reporter, he said that work would be pushed from next Monday morning, and this road would be running from Pendleton to Stuttgart as early as possible. At Pendleton, it would connect with the Arkansas & Gulf road, and by this road connect with the Huntington system for New Orleans. This will give the Cotton Belt road a more direct route to New Orleans than she has at present, without touching anything but anti-Gould lines, and this road will be in the closest harmony with the Cotton Belt road. As soon as possible, a line will be run to Kansas City, and this will give the road all the northeast and northwest country to feed from. The outlook is exceptionally bright for the Stuttgart & Arkansas River road and congratulations are in order.—*Pine Bluff Commercial*, Jan. 18, 1890.

[Brother Hazeltine is Secretary of Pine Bluff Division, No. 251, Pine Bluff, Arkansas.—ED.]

BOSTON, Feb. 5, 1890.

DEAR EDITOR: While I do not wish to be considered a critic, I would like to offer a few suggestions that materially interest the members of the O. R. C in this section of overgrown jurisdiction.

New England Division No. 157, has had a phenomenal growth, but its growth has been only commensurate with its location. We have had, and still have, a large material to draw from, within a radius of fifty miles. We have one thousand conductors who are eligible to membership in the O. R. C. Within that radius are four divisions, located as follows: Two in Boston, one in Providence, R. I., and one in Worcester, Mass.

New England Division No. 157, has been organized about six years, and during that time we have been visited but twice by any Grand Division officers. Now, we do not wish to find fault with the grand officers, for we think they are doing all they possibly can for the best interests of the Order, and its members. But can they satisfactorily attend to the necessary details of 260 divisions, with some fifteen thousand members? Division No. 157 loudly says "No!"

At the last session of the Grand Division a step was taken in the right direction in providing the Grand Chief Conductor with two assistants, and I think we can congratulate ourselves upon securing two brothers so eminently fitted for the positions they occupy, as Brothers Wilkins and Clark. But is the present number of grand offi-

cers adequate to the success of the Order, considering the development of the Order within the last three years? If not, how can the direct supervision of subordinate divisions be accomplished without much greater expense to the Order.

It is the unqualified opinion of a majority of the conductors throughout this section of the east, that our subordinate divisions should be visited at least once a year, and oftener, if possible, by some representative of the Grand Division.

I am indirectly informed of certain circumstances, which, if true, are in direct violation of the statutes, but was done through a misconception of the laws, which shows plainly the necessity of a local authority. It can be accomplished, and I certainly think it of vital importance to the future welfare of the O. R. C., to divide the Order into separate jurisdictions, each jurisdiction to have a deputy grand chief conductor, his appointment to be provided for in some suitable manner, which I will not now discuss. He shall visit all the divisions in his jurisdiction at least once a year, and shall be in receipt of the work of each division in his jurisdiction, after each meeting, and he shall make a report each month to the grand chief conductor. The expenses of the deputy, (which would be almost nominal), should be borne by the divisions in his jurisdiction.

I certainly think it of the utmost importance, that each and every division should have its accounts and books looked after by some representative of the Grand Division, once a year.

The Grand Division makes laws, but let me ask how they know these laws are obeyed? The question is frequently asked, what good is the O. R. C.? While a majority of the members recognize the benefits accruing from membership in the O. R. C. there are a great number who do not. There is a great feeling in New England to overcome, which does not exist in the west, and I speak from a knowledge of the Order in the east and west. The Order is comparatively young throughout New England. Previous to the organization of New England Division No. 157, which now numbers 220 members, there was but one division in existence in New England, and that No. 122, Boston division, with about twenty-five members. The existence of the O. R. C. was made known to us during the session of the Grand Division in Boston, in 1884. We have grown rapidly. Our railroad officials are beginning to know of our existence, as an organization, and naturally they want to know its objects and benefits to members. The O. R. C. is more of a stranger to railroad officials in New England than in the west, and we wish to show by our deeds and actions that we are in accord with each other.

Our desire is to establish the fact that one of the objects of our Order is to make members better men and better conductors—men who will be faithful and subservient to themselves, and by so doing be faithful to the interests of their employers. If there are black sheep among us, weed them out. Occasionally a conductor is discharged. If that conductor is discharged for misdemeanor, or conduct unbecoming a gentleman and conductor (and the two should be synonymous), and if it is proven against him, he is unworthy of membership in the O. R. C.; and if we establish that fact among conductors and railroad officials, we, as an organization, will have accomplished that which will redound to our credit and success. Let us not lose sight of the fact that our success depends upon our actions, whether we be in the discharge of our railroad duties, or enjoying the social privileges of life; that the O. R. C., as an organization, does not make the man, but the man makes the O. R. C. what it is, and what it will be in the future. The value of institutions like ours, consists in their usefulness. They are not an end in themselves, but a means for attaining good results. Then let us one and all set an example of such conformity to the principles inculcated in our Order, as to elevate the O. R. C. as an organization, and make better men of its members.

W. R. MOONEY,
New England Division 157.

GREENSBORO, N. C., Feb. 7, 1890.

EDITOR RAILWAY CONDUCTOR: The members of Charlotte Division, No. 221, having honored me with the very high and lucrative position of correspondent, it becomes me as a conscientious and faithful servant, to say something.

We have a very good division. Some of the boys don't seem to be interested, like they should be, while others have their heart set on the welfare of the Order.

Many of the divisions sent their mites to us in answer to our call for Mrs. Wooton's benefit, all of which were received with many thanks.

We all like the new work.

New members are coming in every month.

The CONDUCTOR is liked, and read carefully, by most of our members.

We will be glad to see Brothers Wilkins, Daniels and Wheaton, or any of the other grand officers, at any time,

Our meetings are not as well attended as they should be, but I think there will be more interest taken now than has been in the past, by all the members.

Brothers Joe Lattimer and Geo. Ely are passing by here occasionally to look after the comfort of

passengers going over their respective lines.

Brother J. E. Dick has left the N. C. division of the N. D., and gone to try some of the lines west. Should his eye fall on this, he may rest assured that we often think of him, and hope that success may follow him wherever he goes.

Brother W. S. Witherspoon has been promoted to a passenger run from Raleigh to Keysville.

Brother G. N. Wait is running on the S. N. branch.

Capt. T. J. Brown is running the mail and express between Greensboro and Goldsboro.

Our division has a bright future before it. There are some faithful workers among us, and much can be accomplished. Our Order is a noble one, and we can do much toward removing many of the barriers in our way now.

Yours in P. F.,

C. B. GUTHRIE.

STERLING, Ill., Feb. 1, 1890.

Editor Railway Conductor:

DEAR SIR: As I am at home with la grippe, and in looking over your magazine I see that most all O. R. C. lodge meetings are held on Sunday, while at the same time they are clamoring for the discontinuance of Sunday trains, and other Sunday work.

Now, the most of us who have families, want to stay at home that day of all others of the week.

Some have runs that take them away from the place of meeting.

Now, at our last election, we lost the service of a grand good man as chief conductor, because Sunday was the only day he could have with his family. And many others are like myself, must ride a long distance, and be away from home the only day we should have with our families.

Most of the men are in the city from 10 a. m. to 4 p. m., so if meetings could be held during the week, many could attend who now are debarred that privilege. I, for one, feel as if it would be better for the members, as well as the Order, to change the meeting day.

Hoping my idea may meet the approval of some of the brothers, and also the editor, I am truly yours in P. F.

W. H. B.

TRENTON, Mo., Feb. 2, 1890.

Editor Railway Conductor:

According to the Grand Chief Conductor's circular, our division made arrangements to meet Brother E. E. Clark, by calling two special meetings, on Tuesday, Jan. 28, the day set for his meeting with us.

Several of our members met Brother Clark at

the depot, and helped him carry his grips to the Evans house, where Brother Reed holds despotic sway, where a good dinner was in waiting. After dinner, we repaired to the hall, where, after an introduction to all the brothers present, the division was called to order.

The afternoon session was devoted entirely to general instruction. There were several questions of importance that had come up in our division, from time to time, that we were anxious to have a ruling on, and we found Brother Clark just the man to give us the desired information. Brother Clark is well posted, not only on the ritual, but on all the laws governing the Order of Railway Conductors. There was not a question asked that he was not able to answer and explain to the entire satisfaction of every member present. There was considerable time spent in talking over the condition of the Order as it now is, and the probable outlook for its future. We found Brother Clark's ideas on this subject almost identical with our own.

Our afternoon session took a recess from 5:30 to 7:30 o'clock, when Brother Clark was called to the chair, and the brothers present submitted themselves as candidates for the three degrees. The three degrees were gone through with, and each one clearly explained. Much valuable information was gained, as this is one place where our division is weak. The division closed at 11:10 p. m., every member declaring himself well pleased with the meeting, and glad to think that all our technical points were explained away, and our own members once more on the right road.

The Grand Division at Denver surely deserves great credit for electing Brother Clark to the position he now holds, as he is surely the right man in the right place. His gentlemanly and courteous manner not only make many friends for himself but the order in general.

Yours truly, in P. F.,

THEO. HEWES,

C. C. Div. 42.

BRainerd, Feb., 3, 1890.

Editor Railway Conductor:

Without referring to any one in particular, I must say I am just a little disgusted with the remarks I hear, and sometimes read, emanating from members of the Order. They seem to be hurt because a few ignorant "blatherskites" are throwing slurs at us. In my fifteen years' experience at railroading, I have often met these pusillanimous creatures, and in every case I could easily prove them to be devoid of manly principles by the very ones who we naturally think should be their best friends.

Once and for all, are we going to stand by our

principles, and uphold them, or are we going to surrender? I say, surrender, never!

It is not wise to keep up contention and strife. Especially is this the case when men are associated together in doing work, as a train crew are. Be a gentleman, and treat your crew as such, and they will look upon you as a gentleman. Do not force an argument for the sake of putting your opinion up against some one else. Do not take offense at every thoughtless, silly remark that is made in your hearing; but if you are assailed, have the courage and manhood to stand by your convictions.

The Order has not yet reached that state of perfection that we would like it to have, nor do we claim it has; but we are on the right road, and we don't want to get to branching off on some other road just because we may find more company. The thing is to forge ahead, and go up, not down.

And now I wish to give a little attention to Brother Myers, of Elkhart, Ind. He propounded two questions. In his first question he asks: "Will the principles which we have so long advocated ever gain the end for which labor organizes?" The ostensible end that most labor organizations have in view is to hold the employer in subjection to the employee. If this is what Brother Myers has referred to, I say *no*, most emphatically *no*. Neither will the principle of any other organization on the face of the earth do it. They may produce a state of insurrection and reign of terror, for a time, though I do not believe that even this is possible in our country, where every citizen is a sovereign, and interested in preserving order and enforcing the laws. If, however, he means what it is really intended to gain, the inculcation of true manhood, the respect of all decent-minded officials, and due regard for the rights of our members by those in authority over us, I say *yes*, all other things being equal. We must ever bear in mind the fact that these principles must be exemplified in our own person. You cannot make a man believe that a tree is a peach tree when he sees it bear apples; and so we are judged by what is seen of us and not what we say we are. We can do more to win respect for our Order by our own individual efforts than by a fine display of principles on paper. I will admit that great injustice is done our members sometimes by narrow-minded officials. I know this to be a fact. But is it not just as true that very often some brother meets with deserved punishment through his own indifference and disregard of the rights of others? I have never yet seen a case of this kind that the brothers did not stand ready to assist him all they could to make a new start, if he showed the proper disposition. Any

reasonable man will admit that to take every such case as this up before the superintendent, and ask him to overlook his fault, for no other reason than that he was a member of the Order, would, if successful, only encourage the brothers to continue in the same way, which would certainly not benefit him, and if persisted in would eventually bring the Order into disrepute and destroy its influence.

I do not want Brother Myers to think I am casting any reflection on him, for I have myself suffered from an uncalled for and arbitrary decision of a former superintendent, from which I have not yet fully recovered.

As I would be taking up too much space to enter into the second question, I will defer it to another time, when I may have something more to say.

Hoping I may hear from Brother Myers again, as well as some others on this subject, I am

Yours in P. F.,

JAS. B. GAUSS,
Division 34.

RICHMOND, Va. Feb. 7, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: I offer a reward of ten dollars in old confed for the correspondent of Richmond Division 152, and hope I will have the pleasure of paying it soon. As correspondent of 152 cannot be found, I will try and let the readers of the RAILWAY CONDUCTOR know that we are in the land of the living.

No. 152 held a special meeting Dec. 29th, 1889, for the purpose of electing officers for the ensuing year. I am glad to say they made a grand selection with the exception of secretary and treasurer. We have between eighty-five and one hundred members, all good workers, but am sorry to say, like all other Divisions, we do not have the attendance we should. I will call the attention of our members that we have a Benefit Department known as the O. R. C. insurance. I hope to see every member take a part in it before the grand division makes it compulsory, which I hope it will do next May. I do not see why every member cannot be a member of the insurance.

Yours Truly in P. F.,

C. D. GOODWIN.

BUTLER, Ind., Feb. 9, 1890.

Editor Conductor:

FRIENDS AND BROTHERS: I notice you have a run posted, made from Randolph to Moberly, 122 miles, in three hours and forty minutes with fifteen cars. Very good. I will give you a run made by engine 87, a small engine 16 by 24, from Butler to

Detroit, 114 miles, in three hours and thirty minutes, with twenty-two loads and with several trains on the road.

Butler Division 207 is prospering, we have an initiation about every meeting.

Bro. Newton Richason met with a severe accident in getting his hand between draw bars, losing one finger.

We are very busy here, when the boys get in they are first out; rush and push at the present; every man who can read a way bill is running a train; our business was so heavy that they were compelled to run local freight crews which they doubled the road on Sunday. Hoping we will get to hear of some more fast runs soon.

Yours in P. F.

RUSH AND PUSH.

ELMIRA, N. Y., Feb. 5, 1890.

Mr. E. H. Belknap, Editor Conductor:

DEAR RIR: Elmira Division No. 9, held their first grand ball at Bundy hall, Elmira, N. Y., Friday evening, Jan. 24. It was a great success both socially and financially. About 350 couples followed in the grand march, which was led by Bro. Thos. Keefe and Bro. W. S. Whitley, the march was led in the letters of the Order, O. R. C. Great credit is due Brother's Keefe and Whitley for the manner in which they led the many couples. There was twenty-four dances on the program. At the end of the twelfth dance a most elegant supper was served at Max Height's Arbour, which was enjoyed by many, when dancing was resumed and continued until the early morn, when all went home highly pleased with the evening's entertainment. The ladies' program was the finest souvenir ever given in this city. The hall was most elegantly trimmed, the orchestra was partially hidden by a thirty foot arch trimmed with heavy evergreen and the letters O. of R. C. across the top with our G. C. C., C. S. W.'s picture beneath, and a basket of flowers, presented by Mrs. C. S. Wheaton, rested on a pillow of evergreens. Beneath his picture, the walls were hung with evergreens in droops, circles and semicircles. Across the hall there were wreaths festooned with flowers, with red, green and white lanterns hanging in them. The hall was pronounced by all as being the finest trimmed hall ever seen. The music was furnished by Cassady's full orchestra, composed of eight pieces, which was the finest music that could be had and was greatly appreciated by all. All went home declaring not to miss our next annual.

Elmira Division No. 9, wishes to extend a vote of thanks to Mrs. C. S. Wheaton for the most elegant basket of flowers presented to the com-

mittee, and also extend their thanks to Mr. James Lonergan and Elias Smith, of the D. L. & W. Railroad, for the engine bell and lanterns which they so kindly loaned them.

Bro's. Asst. G. C. C. Wilkins, Jno. Lenard and C. H. Lenard arrived on a late train, but were in time to get acquainted with some of our eastern girls. How is this. Bros. Lenard?

On Saturday Jan. 25th, Elmira Division held a special meeting. Asst. G. C. C., C. H. Wilkins in attendance. The new work was taken up and gone through with in the forenoon and afternoon sessions. The members were very much pleased with the remarks of Bro. Wilkins and the way he handled the new work.

Hoping, Mr. Editor, I have not taken too much of your time, and that this will find its way into the monthly, as it is my first attempt at writing, I remain,

Yours Truly in P. F.,

M. C. SLATTERY,

Elmira, Division, No. 9.

PHILADELPHIA, Feb. 10, 1890.

Editor Railway Conductor:

Since my letter in December's issue of the CONDUCTOR, I have seen nothing from West Philadelphia Division No. 162, which is probably due to our correspondent Bro. W. J. Maxwell's labor in his extensive workshop. He promises to soon change his residence, we trust to a location adjacent to that of Bro. Post, who, we learn, has arranged to assist the brother in his labors. Bro. Post will superintend the heel and sole department, which we trust will place Bro. Maxwell in a position to comply with the will of the majority, viz: to write for the CONDUCTOR.

It is with regret we learn that our worthy Bro. A. H. McCauley, who has faithfully performed the duties of division secretary and treasurer, since the organization of Division No. 162, has found it necessary to resign his charge, owing to his intended removal from the city, which is the result of having been promoted to the position of assistant train master on the New York division of the P. R. R system. The members of Division No. 162, wish him success in his new avocation.

We are advised that Bro. Lewis has been duly elected to fill the office of secretary and treasurer, vacated by the resignation of Bro. McCauley. Bro. Lewis may be a mess, but we feel assured he will be a success. We trust he will not allow his sympathies to stand in the way of promptly collecting dues and other moneys, as also calling the division's attention to the names of the brothers who seldom, if ever, visit the division, unless to get the new work. I trust the brothers will pardon

us if we give the names of some of the non-attendants, viz. J. M. G., A. M. A., A. H., S. C. M., S. W. W., W. V., T. J. M., and many others. The aforesaid brothers should visit the division and note the new circulars issued from time to time.

We have just learned that Bro. White, has turned his attention to the sale of jewelry, we also learn that he has visited the families of our brothers in the southern section of the city, where he has made some extensive sales. Brother, why not pay West Philadelphia a visit, our wives and daughters appreciate the beautiful, (especially diamonds.)

We are also pleased to learn that Bro. William Bingham, has been rewarded for his faithful service as conductor on the New York Division P. R. R. system, by having been promoted to the position of assistant yardmaster at Mantua. The officers of this division are alive to merit in their employees. From our personal knowledge, we know Bro. Bingham has been a faithful servant to his officers, and a good member of his division.

We also learn that in addition to the duties of running a train, Bro. Meekins has been furnished with a key to the way scales at Thurlow. We trust the brother will give honest weight, (and again merit has been rewarded.)

We learn there are a number of brother members of our sister division who do not appreciate the efforts of the editor of THE CONDUCTOR to make the journal a success, while the brothers admit they have not lent any of their talent in the direction of that success complained of. Brothers this should not be, (condemn not while you assist not, and be generous.) If any of those brothers should by chance, take THE CONDUCTOR from their postoffice, I trust the above will meet their eye, and possibly some one will be induced to assist the editor in accomplishing a good work. Brothers, write, if only to give your opinion of the writer of this. As passenger business is booming on our division, it is only by an effort and a great loss of rest, that we can visit division meetings, but we promise to give attention to the proceedings of our next and also give THE CONDUCTOR the benefit of what we see and hear.

We learn the following brothers have expressed themselves as knowing who "Listener" is, viz. Bros. Meekins, White, Bingham, Hughes, McCauley and Jones.

I trust the brothers of No. 162 will not criticise our composition. Should Bro. D. F. F. criticise, we will tell what we saw in a Nineteenth St. horse car on Feb. 5th.

LISTENER.

CHATTANOOGA, TENN., Feb. 5, 1890.

Editor *Railway Conductor*:

THE CONDUCTOR of Feb. 1st, was a surprise to the boys that they had a correspondent. Well, I will try again.

I was in Nashville Jan. 27th, and met with Rock City division. They had a good meeting; gave the new work to three of the brothers, and put a victim through the first and second degrees, and then suspended him for two weeks for burning off a journal.

We had a good meeting here on the 2d and had the talent of several of our brothers brought out on debates.

Our worthy secretary and treasurer has lost his baby. The brother and his worthy wife have our sympathy.

Business on the roads here is heavy and the only complaint is, give us M. T. cars, we need them bad. If I was a monied man, I would put up a car shop and build cars to lease to the southern roads. We have seven railroads running in here. Besides, we have the U. R. R., it runs around the city and to the suburban towns. They have fifty miles of track and run four passenger trains, making 100 trips. You can ride anywhere for five cents. They have five freight trains and they are kept busy, and we have the broad gauge up Lookout Mountain, runs from Union Depot to Point Lookout on top of the mountain, thirteen miles, fare 60 cents round trip, and is one of the grandest views you ever saw as you climb the mountain from the valley to the top. When you get to Point Lookout, if the day is clear, you can see into seven different states, and if you want to see something grand, be on top of the mountain when the clouds are hanging low and it is raining in the city. You are above the clouds and the day is bright, you look down on the clouds below you and it looks as though you was standing on the bank of some ocean. They have a hotel nearly completed, which has only 600 rooms. The veranda around it is just one-fourth of a mile long. There has been over 400 houses built on the mountain the last year. It is becoming quite a summer resort. This coming summer they will have plenty of water on it, the water company here is going to pump the water from the Tennessee river onto the mountain. The Lula Lake and Lula Falls are seven miles from the hotel on the mountain and it is grand. Rock City is something grand. Now, worthy brother, come down and see us and we will take you around and show you some of these wonderful sights. All we can talk of, we have a good division, a fine city and a grand mountain.

Yours in P. F.,
LOOKOUT.

Federation of Railway Employees.

NEWTON, Kas., Feb. 10, 1890.

At the present time so much is said among railroad men on this subject that it seems a fit topic for calm survey. As we understand it, it means to bring all classes of employes together under one head or board, having the power to act as the emergency (in their judgment) may require, and all persons who may be members of the bodies so federated are bound, by the action of the supreme board of control. This, we understand to be the plan proposed, and by it the interest of one becomes the interest of all, or "injury to one the concern of all," as others put it, and in this connection we are led to remark, that if this is the plan, would it not be better for all classes to join the Knights of Labor, and save expense, accomplishing at one stroke and avoid cumbersome machinery which causes delay, and dissatisfaction, and leads to dissolution. What has the above association taught us on this same line, (and being fair men we ought to profit by the experience of others) we find that one by one the trades have drawn out and gone by themselves. Why? Because their interests are conflicting. Have we any reason to think that any other federation will reach a better position? Take for example the B. of L. E., the oldest railway organization. They operate with the B. of L. F., their associate organization. It is to the interest of the B. of L. E., to keep all of its members in employment as engineers, isn't it? And it is to the interest of the B. of L. F., to have as many of its members better their condition and become engineers; both can't rule, for their interests on this point are certainly not identical. The same is true of the conductors and brakemen. It is to the interest of the Order of Railway Conductors to keep its members employed as conductors, while it is to the interest of the B. of R. B., to push their members forward as fast as possible. They arrange with the railway company that no conductors shall be hired, but brakemen shall be promoted, &c. Can they federate and still do the work they have outlined? The B. of L. E. occasionally find it to their interest to have one of their members put on a train as conductor. Can this be done and still preserve the peace. An engineer is sometimes made a yardmaster and sometimes a conductor is appointed. Can this be done and still retain the sympathy of the switchman? The above situation, is the case on many of our railway lines. Now, with these facts before us, are we willing to enter into partnership of this character? Farther, are you ready and willing to leave a profitable employment for an unprofitable idleness? Are you willing to put

your own best interests, that of your wife and children, your home, society, everything you hold dear in life into the hands of any other man or men. Think these facts over and decide for yourself what you want to do and act for yourself, after a calm survey of the whole field. Make up your mind which path you choose, for upon you, and you alone, must fall the final responsibility.

ANTI FEDERATION.

BALTIMORE, MD, Feb. 12, 1890.

Editor Railway Conductor:

I take the pleasure of asking if you will be kind enough to listen to a few words from old Collins Division, No. 5, in old Baltimore. Please do not throw our letters in the waste basket, but if you do, of course we won't get angry.

Well, in the first place we have had an election of officers, and all installed. Have elected as Grand Delegate to represent Collins Division No. 5 at Rochester in May, Brother Geo. Dewey, our S. and T. His pleasant and smiling face will do you good when you see him. He is used to that kind of work, as he has been there before, and the best of all, he don't get angry when you set down on him.

Well, we have commenced the new year with three new members, and the prospect of a good many more, of good material too. We had the misfortune last year to expel one for violating his obligation.

Well, again I have some good news: Brother P. Allen, one of the old time B. & O. passenger conductors, that has been running from Baltimore to Wheeling, for years, was one of the favorites on the railroad, so much so, that everybody liked to ride on his train, has been appointed, some time ago, as assistant train master from Baltimore to Keyser, W. Va. We wish Brother Allen success, hoping he will climb to the top of the ladder before long, for he is worthy of any position on a railroad, and is esteemed by all in general.

Brother Geo. Propps, of No. 5, a passenger conductor, was promoted to depot master in Washington, D. C. But Brother Propps has been very sick for some time. We wish him safe recovery and success, as he is a bright railroad man.

Well, there is our good old-time passenger conductor on the Penn. R. R., that runs from Washington to Philadelphia, Brother Mewshaw, of No. 5. We don't see his face in the division very often, we know he can't get there, but his heart is with us. They tell me, that the children beg their parents to ride on his train out of Washington. As Brother Mewshaw is a jolly good natured and tempered conductor, and is polite, that is what pleases the public.

Well, I can't go back on Brother H. Long, of Division 184, on B. & O., (through passenger conductor.) He is very popular and dear to us all. Also the old-time and popular conductor from the snake hunter's division, the old 3d, of the B. & O., is running a through train from Baltimore to Wheeling, Brother S. Taylor, of Division 183. The company made a good selection that time, as Brother Taylor is as sharp as a steel trap, both on the railroad and in the division room. He came from where they can take a rifle and hit a snake in the eye, with a .45 calibre ball, two hundred yards away. So look out brothers, he is a sharp-shooter in a division. Brother Rutter, a through passenger conductor on B. & O., past C. C., of Division 5, has just been promoted on a through run. We wish him success; also Brother A. L. Wilson, who runs a local passenger. A milk train in the morning and a passenger in the evening. The company knew he was a good judge of milk, as he has drank quantities of it. He also suits the country people, as he knows all about farming. There is Brother Clay, who went to farming about a year ago. He has come back again on the B. & O. The company is glad to get such brothers. George wanted to get back to where the O. R. C. is, and we are glad to get him, as we need all good men in our household. We wish him success.

Division 5 has no regular correspondent. If we had, possibly he would have written less, but I am a new beginner and will send you more next time.

Wishing you and all brothers success this year, I remain,

Yours in P. F.,

H. MORRIS.

ABERDEEN, S. D., Feb. 4. 1890.

Editor Railway Conductor.

At our last election of officers, we elected a Corresponding Secretary. Since that time I have watched the columns of the RAILWAY CONDUCTOR, to see if Division No. 99 was represented. Watching in vain and not seeing it represented, I fear a brother has fallen from the ranks, and I would like to call Brother Corresponding Secretary of Division 99 into line, through the silent medium of the pen and the RAILWAY CONDUCTOR.

Yours in P. F.,

J. M. ROBINSON.

COLUMBIA, S. C., Feb. 1890.

Editor Railway Conductor.

We have all had the blues, on account of the loss of our Superintendent, Mr. J. H. Averill, of the S. C. Ry, he having accepted a position on the Central railroad of Georgia.

The Order of Railway Conductors never had a better friend—in fact he was the builder of 208.

The aid he gave this division when organized, placed it in a very enviable position, both numerically and financially. We are disposed to think our present officers, however, may prove friendly to the Order.

I send you some clippings from the *Charleston World*. This will give you an idea of the esteem in which he was held, not only by the railroad employes, but the citizens of Sommerville as well. I regret not sending them sooner.

Yours truly in P. F.,

S. C. G., 208.

A HANDSOME TESTIMONIAL.—Col. J. H. Averill, formerly superintendent of the South Carolina railway, was pleasantly as well as strikingly reminded yesterday, of the falsity of the old adage: "Out of sight out of mind." About fifty of the employes of the road, met him at his residence in Sommerville, and presented, through that faithful veteran, Capt. J. W. O'Brien, (who is, by the way, one of the most popular conductors on the line,) an elegant set of one hundred pieces of a silver service, and a china dinner and tea set, consisting of one hundred and twenty-five pieces. This testimonial was gotten up by the employes of the transportation, machinery and other departments. Messrs. H. V. O'Rourke. T. M. Doar, W. J. Cormier and J. W. O'Brien, deserve the thanks of the employes for their interest and activity in soliciting subscriptions, and for the very remarkable good taste of their selection.

Capt. O'Brien in making the presentation said:

"Col. Averill: I have been selected by my fellow employes of the South Carolina railway, to present to you, on their behalf, this silver service, as a token of their esteem and affection. It is with unfeigned regret, that we contemplate your departure from our midst, and I assure you, that in the new field of duty to which you are called, none will hear of your success with more pleasure, or more earnestly desire your happiness and prosperity, than the men of the "Old Reliable."

Col. Averill, in accepting the present, made a very feeling address, which the lack of space only precludes its publication. He thanked them for their generous testimonial, spoke of his long connection with the road and his affection for its employes, and the valuable assistance they had given him in performing his duty. He expressed regret at leaving them and his comfortable home in Sommerville, and he closed as follows:

"I will wish for your future success, and you may rest assured, that I hope that the powers which now control the road may see, as I think they will, that no truer, no better set of employes could be found, and that you will be allowed to remain, and I think you will remain quietly in your positions. My friends, let me thank you once more for your remembrance, for this appreciation of my services to you."



COLORADO SPRINGS, Col., Feb. 6, 1890.

EDITOR RAILWAY CONDUCTOR: Although not a member of the insurance department, yet myself, with others, are very much interested in the solution of what may be called one of the problems of the day.

There seems to be more or less apathy in our Order at large, in regard to attending division meetings. Now, it seems to me a very simple matter, to arrange our manner of being insured, to a very satisfactory manner to all, and at the same time do our Order a world of good.

Let the fact of being insured, depend upon the member keeping his dues paid up in his own division, and being in good standing in all respects.

There is no doubt as to there being cheaper insurance than the Conductor's Insurance Department affords. For example, the Hartford gives \$4,000 for \$30 per year, with a \$25 weekly indemnity for twenty-six weeks, and the Standard and Pacific Mutual, I think, even do a little better. And right in the back of our own Journal we advertise an association which does business cheaper than we do ourselves.

Now, in my belief, there is no reason why a man who attends to his daily vocations, be it as trainman or otherwise, should not be allowed the same privilege of insurance as those who can stand an examination. So much for those who cannot pass muster. And now for those who want cheap insurance. My recollection is that our Grand Division report, shows a membership of 15,000 in good standing, which, allowing *all* in good standing as above, to be insured, an assessment of twenty-five cents per member would be \$3,750, four assessments being equal to six premiums. Now, I believe under the present plan, there are about 5,000 members of the insurance department, with an average death rate of three per month. That being the case, \$1.50 per month paid by each member, would cover the nine deaths, allowing the average to be more for the greater number, and each one pay in \$2.00 per month, would make the sum of \$30,000 and pay twelve premiums, which would undoubtedly be a very large average, and no doubt there would be a sur-

plus at the above rate. Thus insuring *every* member of the Order, at a personal cost of \$24, as against \$36, on the present plan of the *select* 5,000. Should the death ratio only average ten or eleven per month, then there would be a sinking fund, from which deduct expenses for disbursement of claims, the balance, if any, to accumulate for a period of one or five years, and at the end of the time decided upon, it may be drawn upon to pay premiums until exhausted, or by a vote of *all divisions*, be devoted to some perpetuity. This plan would certainly have a tendency to draw us closer together as an order, make our division meetings more effective, brothers would keep their dues paid up, *stop the frequent calls for charity*, and *forever* settle the question of *insurance*, particularly as there are at this time other questions of as great, or greater importance to us as a body.

There have been of late several articles of importance upon the advisability of federation, and while I, with a large number of others, oppose federation upon any basis, while again *some* favor it, it is a subject which should be *very carefully* and *liberally* discussed, as under the present existing circumstances, we cannot afford to lose the opportunity of protection, one way or the other, and unless the railroad managements give us undoubted assurance under our present principles, our course is very plain, we can ill afford to be a "cats paw" for any one.

And now comes the question, as to how to reach the railroad managements? I think it can be done, and in a way they will appreciate, and at the same time, be satisfactory to the Order. There is no doubt but in a general way, our presidents, directors, and superintendents, favor our Order. But they overlook the fact of their trainmasters, dispatchers, and others, who have trainmen in their charge, who are, while not belonging to any association, at heart, in sympathy with B. R. C., & B. R. B. men, and thereby giving them preference in promotion over O. R. C. men. Now, the plan I propose is this: Let our Grand Chief Conductor issue a circular letter, with the seal of division attached, to all general managers, super-

intendents, and trainmasters, defining our position and requesting them to undisputedly give preference to O. R. C. men, where all things else are equal. Ought not the fact of our being compelled to serve an apprenticeship of two years, as a conductor, before we are eligible to membership in the Order, be a recommendation above all others of our capability as an organization? There is one thing certain, the very fact of the railroad managements recognizing and giving preference in any way to men belonging to other organizations over O. R. C. men, is the cause of more dissatisfaction than any other one thing, and it is high time, before we are engulfed in the whirlpool of federation, that we call the attention of those interested, to the facts in the case.

There is one more matter I wish to speak of and then I will "let go." I notice so many brothers, when writing to THE CONDUCTOR, substantially consign their communications to the waste basket. *Don't do it, brothers!* THE CONDUCTOR is our organ, and through it we arrive at conclusions of the various subjects under discussion. So write what you have to say, however trivial, some one may be benefitted thereby.

Yours in P. F.,
S. P. MADEIRA.

COLUMBIA, S. S., Feb. 1890.

EDITOR CONDUCTOR:—I will start out by saying, that I am not better "qualified" or more able to "grapple" the subject of life insurance than Bro. Z. C. Martin, still I have no hesitancy in expressing my views on this subject, for it is a matter that we all should be interested in.

The companies conducted on the assessment plan, my brother says, "have never taken their place in the front rank of life insurance "companies." Some have even gone so far as to speak of them as a fraud and a snare." For the past ten years I have insured in none but assessment companies. I am not well enough posted on insurance to say which is managed the best, but I do know this much about them, I can carry more insurance for less money in them, than any other companies in existence, and defy any one to prove to the contrary.

I belong to the Mutual Aid of the United States and Canada, Knights of Honor and Benefit Department of the O. R. C. I agree with the Bro., that there is objections. I do not like the manner of forwarding assessments, still I prefer it to any of the others I belong to. And now as to the article that the brother refers to on page 44, Article 14. I admit it has been confusing to all who have read it, for a brother who is disabled and can only work a few days occasionally, certainly cannot support his family, and still he is not *totally*

disabled. Now, as I understand it, our Order claims that its foundation is *charity*. Now let us prove that it is not only so in name. By striking out the word *totally*, it would then read any member of this department becoming disabled, &c.

And now in answer to another question of Bro. Martin: "Why is it that out of fifteen thousand members of the Order, less than five thousand are insured." I will say, that the freight business of most of the southern railroads is of such a nature, that a great number of the conductors do not run as such, regularly, more than six months in the year. The balance of the time they only catch what spare running they can; thereby not averaging more than forty dollars per month the year round. Now, how is it possible for this class of conductors to keep up a twenty-five hundred dollar policy? The result is, they go into other organizations where they can get a smaller insurance: for instance, several members of 208 are insured in the K. of P., and it is only natural, that they become more interested in the organization where they have the most at stake.

I fully agree with Brother Martin, that our insurance laws want revising, but they want to be revised in such a way as to try and keep our members from straying into other organizations. And the only way you can do it, is to give them a lower insurance, for every member who insures, you are very likely to get them to take more interest in the Order.

And now, Mr. Editor, I beg to apologize for trespassing so much, and if you have no room, throw it away. I am afraid I will never be able to convert any one to my views, but will console myself with

T'is better to have labored in vain,
Than never to have labored at all.

Yours in P. F.,
S. C. GILBERT, 208.

BUFFALO, N. Y., Feb., 11, 1890.

Editor Railway Conductor:

MY DEAR SIR: I have watched, and read with much interest, the articles both for and against the Insurance Department of the O. R. C., and am pleased to note the able manner in which some of our members are grappling with this important branch of the work.

I am not certain that you care for the ideas or expressions of one who is not at present a railway man, or in other words, "one of the boys;" therefore, let me preface my letter by assuring you, and through you all brothers of the Order, that my love and kindly feeling for the Order, and those who are eligible to be members of it, is just as warm, and just as sincere, as it was at any stage of my railway career, which covered a period of over sixteen years.

I notice in your No. 3, of February, 1, an article from Brother Martin, of Grafton, W. V.,

and must agree with him that it is something to be wondered at that our Order, with its fifteen thousand members, most of whom enter upon the discharge of a hazardous duty every day of their lives, and yet the benefit department has only about one from every three of our membership. Is it possible our good brothers have so far forgotten themselves, and their obligations to a loving wife, an aged parent, or a happy group of children, as not to see and feel the need of throwing around them, while they may, the strong arm of protection? Do those who are married remember the vow once taken, to cherish, protect and defend, and do you believe that you have fulfilled your vow if you neglect this all-important factor for the present, with perhaps a solemn promise to yourself that at some future time you will become a member of the benefit department? Alas, my brother, you well know your life is in your hands; this may be your last trip, and one of our best rules, as we all know, is this: "In all cases of doubt, take the side of safety." It may be possible for you to pass a medical examination to-day, while it may not be to-morrow, and ere the morning dawns you may have been called by the "Supreme Conductor" of the universe to that bourne from whence no traveler returns. Therefore, let me add my appeal, do not delay this important matter.

When a man proposes to a lady, he asks much more than he thinks at the time. He asks her unreservedly to leave father, mother, and it may be, a comfortable home—possibly the dear home of her childhood, where comfort and plenty were provided, and to join with him in making another home; in short, to enter upon an unknown future. Considering all the sacrifice he asks, and the risk she assumes, what does he owe her for that earnest love and devotion? If he be a true man he will give her a substantial assurance by placing in her hands an insurance upon his life, and thus guarantee that not only now, but in the future as well, she will be protected in case of his untimely death. Is it not true that a thoughtful, wise man will consider the chances of death as well as of life? One is a certainty—the other an uncertainty. How important, then, to provide against this certainty of death. And I maintain that the head of a family is under a most solemn obligation to provide for his own household. If he does not he is declared to be worse than an infidel. He is expected to make this provision, and his true manhood asks, "How shall I best provide?" If life be spared he will provide, but if he has a policy, that is a cash reserve. It is money in the bank—yes it is even better, for it cannot by any legal process be diverted from its intended use. No process of administration can consume it. It is a monument that time cannot efface, and that moths cannot corrupt. It will complete unfinished business, pay honest debts, doctor's bill and funeral expenses; clear up the little mortgage on the home, settle the estate, etc., without loss, delay or inconvenience. It manifests prudence and sagacity, and is the cap-stone of business affairs, thus to keep on hand this ready cash provision. The man who thinks that death relieves him from all moral obligations and protection, as has been indicated, is neither a true nor a wise man, and the effects of neglect are felt and seen all around us. Daily and hourly fami-

lies of widows and orphans, who only a few short months ago were blest with plenty and happiness, are now in want, ignorance, vice and disgrace. Would you have sure blessings for your household, husband, father? It is possible to-day. Why, then, delay until to-morrow, when by disease, sudden sickness, or death, it is forever beyond your reach?

Rev. T. DeWitt Talmage, recently in one of his sermons, said this: "Some of you are making a great swash in life, and after a while will die, leaving your families beggars, and will expect us ministers to come and lie about your excellencies, but if you send for me I will make this my text: 'He that provideth not for his own, and especially not for his own household, is unworthy the name of man.'"

And now, Mr. Editor, is there anything so helpless as a woman whose husband has just died? With a family of children at her back, she goes out to fight for bread. Shall she become a menial servant in some one's household? Ah, no! Not she who has depended on you all these years, and who has been filling your house with joy and light. And how any man with no surplus of estate, but still able to meet the assessment or premium on a life policy, can refuse to do so, and then look his children in the face, say his prayers and retire expecting them to be answered, is a mystery I have never been able to fathom.

And what amount of comfort, of education, of moral and spiritual advantage, is represented in the simple statistics, that in this country there has been paid to the families of the benefit, seventy millions of dollars, and in five years they have paid three hundred millions of dollars, and are promising to pay and stand ready to pay, those now holding policies, two thousand millions of dollars.

Stop, consider. My brother, a part of this work is yours, a part is mine. And may God in His infinite wisdom and love, make it a pleasure, not a duty, for us to ever be found on the right side of this question, and may it never be necessary for a circular to go out in our behalf, but let us assert our manhood in a manner which speaks louder than words, is more powerful than pen can write, by associating ourselves with some order. But let me say, I am now a member of seven different orders, am not a railroad man, probably will never be again, but I have no reason to regret, the fact, that I carry the protection offered by our noble Order, and find it less expensive than all others—with one exception; and hope while I live to remain loyal to the O. R. C., and in conclusion, let me beseech those who are not members of the benefit department, to become such just as speedily as possible. Remember the old maxim, "Never put off till to-morrow what can be done to-day."

Now, Mr. Editor, you have a perfect right to use this as you choose. You are the judge and the jury, and you know better than I, the size of your waste basket. I am not sure, but the division of which I am a member, (Buffalo Division) has a correspondent, if so, I ask his pardon, and hoping these few lines may aid in leading some brother to a full fledged membership in our benefit department, and pledging at all times my earnest efforts in behalf of our Order, I remain,

Yours in Perpetual Friendship,

U. L. UPSON.



CORNING, N. Y., January 24, 1890.

EDITOR: I presume that if I do not prepare a communication for the CONDUCTOR I shall receive a polite invitation to do so, and, therefore, will proceed to detail the movements of myself during the interval between this and the last letter. After making the trip as far east as Norfolk, Va., I attended a union meeting at Peoria, Ill., in company with the G. C. C. and G. S. We had a very pleasant meeting, although not as well attended as I had expected it would be. The business brought before the meeting was thoroughly discussed, and I believe was fruitful of good results. The presence of several brothers from divisions located in the state of Texas testified to the fact that the interest in the Order and its workings is felt by these divisions, when brothers come so far to attend a union meeting and it did me a great deal of good to meet them all. My time since the union meeting, has been spent in the general work of the Order, most of the time until January 18th being spent at the office while the G. C. C. was absent. On the 18th I left Chicago for an extended trip east, to visit the divisions located in that part of this jurisdiction. This trip will occupy my time until the last day of February and during that time will visit all the divisions in the states of Vermont, Massachusetts, Connecticut, Rhode Island, New York, also Canada, not previously visited, as well as part of Pennsylvania.

On Sunday, January 19th, met with Division 17 at Toronto, Canada, and had a very pleasant meeting, the brothers turning out very nicely. I was treated very cordially by the brothers there, and all who were at Toronto in May, 1888 can testify that they can do it.

On Monday, the 20th, visited Division 8, at Rochester, N. Y. and had a very nice meeting, although only a small number of brothers could get away to attend. The brothers of No. 8 are making great preparations for the entertainment of the Grand Division and I feel satisfied that they will succeed in the undertaking by the way in which they tried to make my stay with them pleasant. I am also satisfied that the Grand Division at Denver acted wisely in selecting Roches-

ter as the place of holding the 22d session. On Tuesday, the 21st, met with Division 200, at Bradford, Pa. The hall being in use we had to wait until the K. of P. lodge finished their labors and it was 10 p. m. before we went to work and we closed about 2 a. m., having held a well attended meeting, as well as one of interest to all. During the day I was taken in hand by Brothers Langworthy and Landon, and the mysteries of the oil business explained to me. We also made a short trip on the narrow gauge, while not equal to the D. & R. G. was an item of interest. I regret to learn that Brother Langworthy, who has been in the service of the Erie Company for twenty-five years, has been called upon to sever his connection with that company. Instead of something being wrong with the conductor, I think there is something wrong higher up, when a railway company will continue a man in its service twenty-five years and then tell him that his service is not satisfactory. It would look as though the management was a little dilatory in the performance of its duty, in that they were so long finding it out. It is possible for a person, no matter in what capacity, to learn a lesson too late, and it is also possible that it will be realized in the future by those who at times believe that they have learned it all. On Wednesday, the 22d, visited Division 163 at Oil City, Pa., and while no meeting was held I spent a very pleasant time with several of the brothers in conversation relative to the Order. On Thursday the 23d, visited Division 225, at Hornellsville, N. Y., and had a nice meeting during my stay. Was hospitably entertained by Brother A. J. Loftus, C. C. of the Division, and his estimable wife, who did all they could to make me feel at home, and that they succeeded needs no words from me to any that have the pleasure of Brother Loftus' acquaintance. I very much regret my inability to express my appreciation and thanks for their hospitality and would like nothing better than an opportunity to reciprocate. On Friday—well as this is Friday, I will be compelled to stop, for I have just arrived here and expect to meet with Division 176 this evening. I don't feel like closing without saying a word with

regard to brothers doing their talking in the division room. That is certainly the only place to do it, and as it is getting close to the time when the Grand Division meets it is essentially necessary that what you have to say with regard to the workings of the Order be said in the Division room, in order that your delegate may act intelligently upon measures that may be introduced at that time.

Yours in P. F.,

C. H. WILKINS.

OTTAWA, Ont., Feb. 7, 1890,

Editor Railway Conductor:

Since writing you last I have visited several divisions, beginning with Division 176, at Corning, N. Y. During the evening we held a meeting, which was fairly well attended, and at which we were pleased to have the presence of Brothers T. P. and John Leonard, of St. Paul Division 40, T. P. having just returned from Baltimore, where he had been with the remains of our late Brother Hy Shew, who was also a member of No. 40. After the meeting, which occupied some three hours, we took a train for Elmira, to be present at the first annual ball given by Division 9. To say that it was a complete success, both socially and financially, would be but to reiterate the expressions heard on all sides. The hall was beautifully decorated with evergreens, and the colored lanterns of the railway service. The picture of the Grand Chief Conductor was a prominent feature, as it was suspended over the stage. A beautiful basket of flowers, the gift of Mrs. Wheaton, sat directly beneath the picture.

On the 25th a meeting was held with Division 9, both a forenoon and afternoon session. The forenoon was spent in communicating the work, and the afternoon in its exemplification.

On the 26th a meeting was held with Division 10, at Waverly, N. Y., which was well attended, taking into consideration the fact that several members of this division are so situated that they are not able to attend the meetings, as they do not reach Waverly on their runs at all. The second and third degrees were worked, and the time spent in a full discussion of matters of interest to the members of the Order. Our good brother, Milo Hoadley, was present.

On the 27th we visited Binghamton Division 154, and while only a few of the brothers at this place were able to be present, the meeting was enjoyed by all. The second and third degrees were exemplified, and the work explained to the satisfaction of all. During the evening Brother Howard Evans, of the executive committee, put in an appearance, and I had a very pleasant visit with him. I also met Brother Geo. Vincent, of

Division 171, at Troy, who is at present engaged in putting the C. B. & I. F. cigar on the market.

On the 28th a short ride of fourteen miles took us out of New York and into Pennsylvania, and we were in the hands of a committee from Great Bend Division 129. This is a truly good division. A unity of feeling exists among the members that is more noticeable than at any place visited. They are not large in numbers, being composed of less than forty members, but they are well off in the feeling that pervades their membership. They have something over \$200 in the treasury. We had present one or two brothers from Scranton, and three or four from Binghamton, in all about thirty-three members being present, and the best meeting held so far on the trip was had. The work was fully exemplified on three candidates. I take this opportunity of thanking the brothers of 129 for their kind and cordial treatment of myself, and those who accompanied me, on this visit. They certainly succeeded in making us all realize that we were among friends, and I can assure them that it was appreciated by all.

On the 29th, I left for Oneonta, to visit Division 45, putting myself in charge of Brother Harrold, of the D. & H. C. company, and after a ride of 130 minutes arrived at the home of No. 45. On account of their inability to get their hall, we were compelled to hold a merely social meeting in the hotel. Nothing of the secret work was gone through with but a full discussion of business that is of interest to Division 45 was had. After about two hours spent in this way we parted, better acquainted than when we met.

Returning to Binghamton, en route for Syracuse, I found myself in the company of Brother Bolles, of No. 155, with whom I had a very pleasant visit. At Syracuse we were compelled to part company, Brother Bolles to finish his trip to Oswego, while I was to take the N. Y. C & H. R. for East Syracuse, or, as it is called on their card, Dewitt. I found myself not alone, as Brother Weisz was also on a visit to Division 43, where we arrived in short order. Only a very few brothers were able to be present, but two hours were spent very pleasantly, and I believe very profitable.

Division 167 having cancelled their date, I went direct to Watertown, to visit Division 25. On this trip I also found myself in charge of another brother, Geo. Donovan, of Division 167, who was delegate to Denver, and is also returned to Rochester. During the forenoon Brother Pat. Redmond, secretary of No. 25, accompanied me about the city, trying to make my stay as pleasant as possible. During the afternoon a meeting was held, at which the work was explained. A very pleasant hour was spent in this way.

Taking the R. W. & O., en route for Ottawa, Ont., I found that Brother Fred Britton was the Captain, and also a member of Division 25. Owing to the fact that the ferry had stopped running at Morristown, I was compelled to go to Clydenburg, and as the train was over four hours late the ferry having stopped until Monday morning, so that I was in a predicament, but was fortunate enough to get out of it on Sunday. I tried to find some one to row me over the river, and finally succeeded in doing so. We were compelled to walk about half a mile on the ice, pulling the boat with us, and then rowing the rest of the way, about a mile. We succeeded in reaching the shore and were met by a custom officer, who was successfully passed. A hotel was hunted up, and we found that we must stay in Prescott until 12:20 a. m., before we could get a train for Brockville, where I expected transportation over the C. P. R., and which I may add, I found on reaching Brockville. Leaving via the C. P. R., at 6 a. m., we reached Ottawa at 9:10 a. m., and were met by Brother Dixon, the delegate to Denver, and Brother Cadigan, the Chief Conductor of Division 29, while I had been fortunate enough to have had the company of Brother Wright, the secretary of No. 29. The train was in charge of Brother Moore, also a member of No. 29. We were driven directly to the hall, but on account of the Brothers not putting in an appearance we went to Hotel Windsor for dinner, and held a meeting in the afternoon, which was not very well attended, but through no fault of the brothers. There are so many sick, and the business of the road is such that it was impossible to get any great number of them together at once.

In company with Brother Colbourn, I left Ottawa for North Bay, at 12:20 a. m. Ottawa is 250 miles farther west, and is reached only by travelling through a very rough and unprepossessing country, for a portion of the way, at least for a short distance out of Ottawa the country is, however built up, and some fine towns lie on the line of the C. P. R. At 10:15 a. m. we reached North Bay, which is located on Lake Nipissing and from which Division 242 takes its name, Brothers' Hugh and Washburn, the Chief Conductor and secretary, met us at the station and conducted us to the hotel, where we were soon nicely quartered. Being unable to get a quorum we could not hold any meeting, and we were compelled to stop over a day, after telegraphing Division 223, at Chapleau, and finding that no meeting could be held there. The C. P. R., is doing more business now than ever before, and the Soo route is crowded, so that the crews from Chapleau have been transported to North Bay to handle the business. There are about fifty-five crews running out of North Bay, and they have hard work to get the necessary amount of rest. They are fortunate in having a superintendent who is their friend, and that they realize it can be proved on every hand. I met the gentleman, and found him a *gentleman*, in every sense of the word, and one who is fair-minded with regard to the men under his charge. He did all he could to get the men in to attend the meeting, holding trains to enable them to be present. Of course this is almost beyond what might be expected, but I can assure him that it was appreciated by all.

After the meeting a social evening was spent with the brothers, and one which I shall never forget. We were fortunate to have with us Mr. J. White, the solicitor for the C. P. R., who, if he fails to keep any company in the best of spirits, none other need try. Leaving North Bay at 4 a. m. in charge of Brother Cadigan, we reached Ottawa at 2:15 p. m. and as the Dominion parliament is in session, and I had no meeting until Saturday, I concluded to stop over and visit the house of commons. The evening was spent by taking an observation trip through the buildings, visiting both houses; also, the library, as well as the different rooms throughout the buildings, under the guidance of Mr. J. Wood, member from Brockville, also deputy speaker of the house. Mr. Wood was very courteous in his treatment, and it was fully appreciated by those whom he had in charge. But this visit was only a taste, and so my stopping off at this time is attributed to the first visit. We were furnished with tickets, without which no one can enter, and were conducted to seats in the gallery. The Franchise Bill was under discussion, and the motion having been made to repeal the act of 1885, some very able arguments were introduced by both the conservative and the opposition. As it had been under discussion for a day or two previous to our visit, and would be continued another day, we could not tell what the outcome would be. It was quite a treat for me, and one which I may never have the pleasure of hearing or seeing again. Both the conservative and liberal party leaders were present, but did not discuss the measure.

I leave this evening for Montreal, P. Q., where I expect a large meeting may be held. I am prepared to believe that these visits, even though only slimly attended, are fruitful of much good. It creates the idea in the minds of the brothers that they are not forgotten, and it enables them to exchange their views on the questions that are of interest to the Order, and by so doing, know what others think, as well as themselves. These visits are for the purpose of giving the members an opportunity to tell the Grand Officers just what they want done, or what they want not done. This is their right, and I only regret, that so few avail themselves of it.

The new work, I find, is fully appreciated by the membership throughout the country, and it is creating renewed interest in the Order, which will go a long way toward putting the Order where it belongs—in the lead of all organizations in the country.

I am somewhat—yes, a good deal—surprised to find the feeling that exists, almost universally among the membership, as to the necessity of doing something, to put us in a position to receive that respect to which we are entitled, but do not receive, and methinks that the sentiment of the membership, expressed through their delegates at Rochester, will be the means of putting this matter in a different light before the railway managers of this country, and they may say that it was ill-advised, but they cannot say that it was hasty. Twenty-one years of existence, certainly ought to be enough to find out whether we are standing in our own light, or not, and if we find that we are, the very men who may deprecate any such action will have the consolation of knowing, that it is directly attributable to themselves.

Yours truly in P. F.,

C. H. WILKINS.

Feb. 13th, 1890.

DEAR BRO. EDITOR: Since writing you, I have visited Divisions 77, 116, 51, 59, 30, 60, 212, 28, 226, 141, 42, 238, 194, 39, 49, and 188.

If at any place meetings were not held, the excuse was good, as I found that nearly all the roads had a rush of business, and the boys were all busy and making lots of time.

I was very pleasantly met and entertained.

At Texarkana, I enjoyed a very pleasant visit with the Brothers, among whom were Carmichael, (old reliable) Bro. Paul, train master on T. P., and Brother Woodward. At Springfield I fell in with a crowd of thoroughbreds, too numerous to mention; shuffle them all up and deal, you are sure to get a flush. At Sedalia I found one of the most energetic, enthusiastic and nicest working divisions in the Order. I spent a very pleasant evening at the home of Brother Blythe, and we had a well attended and interesting meeting; my ink and your space will not permit of my naming all the pleasant acquaintances I met. We had an elegant supper with Brother Bernard and wife. If any of the boys go to Sedalia, remember Bro. Doyle is proprietor of the Sicher house.

I had a very pleasant visit and a nice meeting with 212, at Slater, where I was entertained by Brother Burgum and wife. At Atchison we had a meeting in the evening and instructed Brother P. H. Lyman in the new work. Some one seemed to be trying to burn the city, as we were interrupted twice by fires in the immediate neighborhood. At Horton, nearly every one was out, but I had a pleasant visit with several of their members, among them Brother Fawcett, who I understand is developing into quite a criminal lawyer.

At St. Joe, business was rushing and not many were in. Met and enjoyed a talk with Brothers Heaton, Lathrop and Throop, and spent the evening with Brother Johnston. At Trenton I found another fine working division, and I certainly thoroughly enjoyed my visit there. Brother Stone is still there as train master of the Rock Island, and Brothers Green and — as yard masters. Boys, if any of you go to Trenton, do not forget to go to Brother Reed's hotel, where he reigns as jovial as he did on his train. My visit to 238 was a repetition of that to 42, and they are as nice a working division as you can find anywhere, and what they lack in numbers they make up in zeal. Their hospitality is unsurpassed.

At Brookfield, I found a good division and we had a good attendance at two meetings, where the work was fully exemplified upon bonafide candidates. Boys, a little more business and a little less play. Division 39 at Hannibal, had, by some misunderstanding drawn the conclusion, that I

was to remain over Sunday with them, and had arranged a meeting for Sunday. Brother Wilhelm took me home with him, and rustled up several of their members for an impromptu meeting that evening, and the evening was spent in the division room very pleasantly.

Going from Hannibal to Moberly with Brother Herrington, I met on the train Brother Lyons, Superintendent M. K. & T., and had a very pleasant chat with him. At Moberly, the Wabash was full of business, but I met a number of the Bros. and was pleased with my visit. I took supper with Brother Callahan and wife and enjoyed the evening visiting with the Brothers, notably among them, Brothers Paul and Jarvis. At Stanbury I met some old acquaintances and many new ones. We had a good meeting, and conferred the third degree upon Brother (it has just got away from me,) of Division 159, by request of his division. At all of these meetings, matters of importance to the Order were discussed, and I find the sentiment is nearly universally the same. In the matter of the new class of insurance, no one seems to take kindly to it. After finishing my program at Stanbury, I went back to Springfield to attend an important trial in Division 30. I went from there to Cedar Rapids for a day, and from there home, arriving there the 11th, after an absence of six weeks. I met with 124 the 16th, 128 the 18th, and will attend the union meeting at Sedalia the 22d and 23d.

I have not mapped out any positive program for the next few weeks, as I am of the opinion, that fixing dates weeks ahead is not the most satisfactory, or the best way to attend to the work. Right here, let me say to the divisions who have not been visited, that there is no disposition on my part to slight them in the slightest degree, but there is important work that must be promptly attended to, and I aim to work where the effort will prove of the most good to the Order. I shall try to visit you all as soon as I possibly can. I intend to visit portions of Texas, Kansas and Illinois in the immediate future, on matters of importance, and I hope when the summing up is made, I can hear the welcome mandate, "Well done." Tell our members I am in P. F.

E. E. CLARK.

The March *Wide Awake* is replete with entertaining stories. "The Beautiful Emily Marshall," by Mrs. Francis A. Humphrey; "Animals at School," by Eleanor Lewis; "Maine in the Early Days," "Early Days in California," a Serial, "Gib Granger," by Mr. Stoddard, and "Bony aud Ban," by Mary Hartwell Catherwood.

The address of Brother D. W. Parkhurst, Sec. Division 237, should read: Blackstone street freight office, Worcester, Mass.

Our readers will confer a favor if they will mention the CONDUCTOR, when writing to any of the firms that advertise in its columns.

Another communication from Stanchfield Division 41, with no name. Please send the same, and we will be very glad to give it proper recognition.

Any Brother knowing the whereabouts of Brother E. S. McGee, who was a charter member of Boone Division 34, will kindly advise Brother S. W. Wood, Daniels house, Marion, Iowa.

We have received a communication headed, "What was the Order of Railway Conductors Organized For?" If the Brother will kindly give us his name, we will gladly give it a place in the RAILWAY CONDUCTOR.

In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

The March number of Demorest's Magazine will be published at noon, Febt 15, If you wish to learn to cook, then start in with this number, for these are the lessons given by the best teachers in New York city. There will be nearly two hundred illustrations in this number.

Brother W. P. Daniels, Grand Secretary, has received from Hon. Atley Peterson, Railroad Commissioner of Wisconsin, several valuable books pertaining to railway legislation in that state, and copies of the annual report of the commissioner, also other important state documents, for all of which the gentleman will please accept many thanks.

Greer Division No. 72, has kindly sent us a copy of their time card, No. 3, which went into effect Jan. 1, which states that all regular trains will start at 1:30 p. m., sharp, on the second and fourth Sundays, from the depot on Fourteenth avenue, north, G. A. R. hall, Fargo, North Dakota. A. L. Carey, conductor, assisted by C. H. Baker.

A good Brother of Division 180, Atlanta, writes to the Grand Secretary as follows: "I would have sent this letter before, had it not been that I have been obliged to be at home for several days, taking charge of a new member of the Order of Railway Conductors, making six, in all; father and mother both doing nicely." Any comment is unnecessary and out of place.

The cuts that adorn the history of one of the most renowned conductors in the United States, which appears in this number, are from *The American Railway*, by permission of the publishers, Messrs. Chas. Scribner's Sons, New York, The book is one that should be read by every conductor in the United States. See the prospectus of the CONDUCTOR, and learn how to get a copy free.

The B., C. R. & N. R. R. is putting in a very busy month. At this writing they are shipping about three hundred cars a day from the ice fields at Rockford, Rock Falls, Spirit Lake and other places along their line. This, with much overwork, means good pay for all the boys, and they have one thing in their favor: beautiful weather, which adds much to the comfort of all concerned. The ice is from 18 to 20 inches in thickness, clear as crystal, and quite—cool.

We are instructed to give notice, that one Otis Millard Underwood, a member of Division 104, Middletown, N. Y., and conductor of the milk train from Middletown to the city that wishes the World's Fair, met with his first serious accident on January 23d, 1890, he having asked for a few days respite, in order that he might transact the most

important work of his life, and also fulfill the bible injunction, "go thou and do likewise," as on that day he was married to a young lady of Midletown, whose name our correspondent failed to give us.

Through the politeness of Mr. Brewer, advertising agent of the *Cedar Rapids Republican*, Mr. Merchant, manager, and Mr. Brigham, editor, we were shown through their new quarters on Second avenue, a few days ago. The whole interior is a model of neatness and perfect adaptation to the newspaper and job printing business. These gentlemen, under whose control a large and flourishing business has been established, are men that it is a pleasure for any and all to meet, and they take great pleasure in showing you their magnificent quarters.

About as pretty an invitation as we have received in this pilgrimage here below, was kindly sent us without one word of advice, by the members of Perry Division 184, Perry, Iowa. It consisted of a double card with a beveled edge of gold and blue, and reading: "Seventh Annual Ball given by—" then a cut of our initial coach with the words which are always there, "Order of Railway Conductors," underneath, "Perry Division No. 184, Order Railway Conductors, 1890." Then the invitation; Breed's Opera House, Perry, Iowa, Monday evening, Feb. 24th. 1890. Music by Thayer's Northwestern Band." Then comes the names of the various committees. It is a very neat invitation, Brothers, for which accept thanks with the wish that you may all have a very enjoyable evening.

We are pained at all times to believe that we are obliged to lose confidence in any one, more especially a Brother of the Order; and while the matter we are constrained to speak about is no way a personal one to us, still it is, to the very excellent member of Division 78, Savanna, Ill. It seems that one, Frank B. Cornelius, Secretary and Treasurer of 78, whose run is from Savanna to Van Horn, has for the last seven years been in the habit of taking a lay-off and going to Mt. Carroll, Ill. As this is the county seat, his friends and Brothers have asked him what took him there so often, and his answer, (to all appearances straightforward) was, invariably, to attend court. It has now, upon investigation turned out, that he has been prevaricating to his Brothers, for seven long years, as we read the announcement, that one Frank B. Cornelius, of Savanna, was married at the home of the bride, at Mt. Carroll, Ill., Wednesday, January 29th, to Miss Julia Pierce. How any Brother can ever forgive him-

self for such a deviation from the truth, is more than we can imagine.

The New York, Providence & Boston Railroad company. Mr. Henry H. Clark is appointed night trainmaster at Providence, R. I., and will have full charge of all train movements and trainmen, both at the east and west end of the passenger station, and he will be respected and obeyed accordingly. The above appointment goes into effect the 27th inst.

(Signed.)

J. B. GARDINER,
Superintendent.

Brother Clark is a member of Providence Division No. 151, and the Brothers of that division are all pleased that he has received the appointment, and wish him to accept their congratulations.

John Livingston, thou Jo John, your cunning, curious ways
May bring you wealth and fortune, but scant will be the praise,
The flag of Victory may be unfurled, the stars and stripes thy trust,
But watch thee out, John Livingston, that they trail not in the dust.
Then I would think it over, John, before I went too far,
In asserting that an employe must pay, if he rides in a varnished car,
For the world may always think, me boy, as you travel on and on,
(And you may yet be led to think) it was none of your business, John.

A few days since, the writer was sauntering through the lobby of the Savery house in Des Moines, endeavoring to so conduct himself as to convey the impression to others, that he was an "Independent" member of the Iowa House of Representatives, and consequently a person of vast importance, as being the possible possessor of the vote which was to "lock," or "unlock" that distinguished body, when his meditations were somewhat abruptly disturbed by Bro. J. H. Grinninger, of the "Clover Leaf Line," who presented an invitation to accompany him to the depot, and sample the fare in a new dining car, that was to go into service on that line. All considerations of anything else, political or otherwise, were immediately dissipated by such an invitation, and for the next hour, at least, one of the agile waiters on the "Missouri," was kept comfortably busy. The "Missouri" was built by the company, and is the equal of any dining car that it has been our good fortune to sample. One of its features is that on one side, the tables are made wide enough to accommodate two persons on each side without crowding, while on the opposite side they are made for two persons only, one on each side; thus there can be no uncomfortable crowding, and the aisle is wider than usual.

The spread to which we were honored with an invitation, was given to representatives of the Des Moines press, and all were loud in their praises of the car, its table and management. Several "Clover Leaf" representatives were present to assist in making the guests feel at home, and were certainly successful.



THE RESOURCES OF THE ORDER OF RAILWAY CONDUCTORS.

In the life of every institution, whether it be of a monetary, social or financial character, there are certain periods in its history, when it seems fitting that some sort of an inventory be taken that will show to the members thereof, what there is in the future to vouchsafe a creditable warrant for the assured prosperity of said organization. As far as the financial status of the Order is concerned, the proper accredited committee has duly met and made their yearly examination and also their reports, which will, in due time, be presented to every member of the Order. We propose, in as few words as possible, to glance at the past, and imaginary future of this organization, and see how we stand at the commencement of the new year.

It is quite a number of years since the old "Brotherhood of Conductors" was first formed. They did not grow in numbers at a rapid rate; perhaps slower than many had imagined that they would. But they struggled on in their infancy, doing what they deemed best for their growth and prosperity, until an adverse wind struck them in the middle of the ocean of their boisterous and fitful voyage, and after becoming well-nigh shipwrecked, because they were apparently hindered by being constantly obliged to row against the stream, in consequence of being weighed down with a portion of that freight which is always a detriment to the sailing qualities of any ship; or the prosperity of any society. They took a new tack by relieving themselves of what they deemed the obstructive element, and after initiating new force and vitality into their system, their career has, within the last few years, been at least creditable, and their success, as a society, far ahead of what the most sanguine had surmised.

It is true that quite a number, through disappointment and nonfulfillment of having all their hopes realized, by being able to receive all the benefits that their imagination had depicted, that they were entitled to receive, dropped by the wayside, while some others have connected themselves

with other societies and are more than sanguine that they have bettered their condition. It is probable that time will decide for them whether they have made the better choice or not. Others have, as it were, become disheartened, and not receiving all the benefits they thought were due them, have dropped out of the race altogether, and seemingly prefer to "paddle their own canoe." To those who constitute either of these classes, we have nothing to say. This is a free country, and everyone, as long as they conform to its laws, have a perfect right to decide what organization they shall belong to, or, if they so prefer, to none at all.

In view of these facts, our remarks are only intended for the present membership of this organization, and the first question to be considered is this: Has this organization in the past been able to afford its membership the relief that one could naturally expect that it would be able to do in the few years of its existence? We do not mean that every member may have expected or anticipated, for, if this were to be the standpoint, then the world would be ours, and all that dwelleth therein, and we would meet with no opposition and would be able to dictate to others our own terms. But this happy period, (as they would undoubtedly call it) will probably never appear to the membership of this society or any, or all others.

Now, we come to the question, have the benefits that the majority have received, been in excess of the trouble and expense that those who have been benefitted have been compelled to meet? Is the standing of the RAILWAY CONDUCTOR of to-day, far in advance of what it was years ago? Are the families of these conductors so placed, that in the event of their husband's passing away, they are left in at least comfortable circumstances, instead of having nothing to depend upon at the last? In order that there be a margin in our favor, it is not necessary that every member has attended to this, but the question is, have enough been induced, to show a respectable balance on the credit side.

Is the morale of THE CONDUCTOR of today far in advance of what it used to be, and is there a credit to be shown the Order for a portion, at least, of this improvement? Have the situations of many, who have had the ill luck to be relieved, been restored to them through the efforts of the members, to show a balance in our favor? Are the fraternal relations now existing between not only our present membership, but also extending to the families of our conductors, such that a balance can be shown, and in case of a Brother's being thrown out of employment through any of the mishaps that are liable to come to any of us at any moment, is there a feeling in his mind, or of the members of his family, that his chances are improved by his being associated with this organization, or would he be benefited by standing all alone, entirely unaided, in securing a like, or any situation. Which, today, would show the brightest side for the member who is thus situated. Are there many who have sickened and died, who have been watched over kindly, and kind friends have followed them to the grave, and given them a decent burial, when had they not been members of the Order, both their lot, and that of their afflicted families, would "have been cast in very hard places." Is this true or is it false? These are questions for you all to consider carefully and thoughtfully, and in the event where many have decided that it was not for their interest to retain their membership, is it not possible that a portion of the blame or fault of not receiving proper benefits may have been theirs, instead of the Order being blameable for it all? There is an opportunity for much careful thought on this one subject.

There are many societies that offer great inducements to any and all of you, to give up your faith in this and unite your fortunes with them. Their supreme advantages are beautifully portrayed in glowing colors, and no wonder that some are gathered in. But it may be worth the while for one to examine for his own good, and ascertain whether all the supposed evils of this one have been blotted out in the other, and a corresponding increase of benefits secured, that are sure to be lasting, and no danger that any of them will fade away.

One thought more; The standing of a society in a community is considered many times, by its members, to be of some value to its existence, and well-being. Look carefully over the list and see at what rate you are quoted by the public, the sentiment of which, when expressed, as it sometimes is, makes and unmakes kingdoms and societies. With no arrogance shown or felt toward any society, before you feel discouraged at what has been done, look the field over carefully and see if others offer you any better inducements.

Now as to the future: Almost any one can come to us with a plausible argument that the Order of Railway Conductors, as a society, is not what it ought to be. A good many years ago the Savior of mankind was on earth for a longer time than the Order of Railway Conductors has been in existence, and with his personal presence and teachings, he tried to make everyone do exactly right, and for his trouble he was crucified and died a miserable death, but the cause of right and justice never was killed, and those who followed him and believed in him, never went to the enemy. The Order of Railway Conductors is not, at the beginning of this year, what it ought to be, or what it may become. But the evils can be eradicated. Conservatism can drive out all elements that are radically wrong, while for all that are radically right, no conservatism is needed. So that all we need to do, to make the future more prosperous than the past has ever been, is for every member to never cease to do his duty, being willing to give a little and take a little in regard to his views of right and wrong. And when considering his grievances, consider for the time being that they are the complaints of some other Brother, brought before him for adjudication, then he can take a view of the situation by "putting yourself in his place," and it sometimes makes all the difference in the world in passing judgment.

Let every Brother make up his mind to do just what he honestly believes to be right, and we have no fears of the result. Be not too hard with those who differ with you, not too confident that those are exactly right who perfectly agree with you, for too much familiarity, both in companionship as well as in opinion, oft breeds contempt.

Let your needs and wants be fully understood by those who have the means, or the authority to assist you. Elevate yourself in all things for your personal good, as you would that others should assist in elevating you, and the solution of the problem of your success, as an individual, will be assured, as also the success of the Order of Railway Conductors as far as you are personally concerned.

So, we honestly believe that the prosperity of the Order is well assured, if the Brothers will act in unison, for the good of all concerned. And there is but one way to do, and that is to attend strictly to business by doing our whole duty as conductors, and showing to everyone that we mean to be masters of our profession; that we only want what are our just rights and honest dues, and this we expect and shall try by every lawful and honorable means to obtain, to the end that we may be rated in all things at our true and relative worth.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., MARCH 15, 1890.

NO. 6.

ROSA MANIERE.



states, many years ago, at the curve of the road, which was necessarily made on account of a turn in the brook, called "Elliott Creek," which empties into the Delaware river, some eight or ten miles below, lived the first inhabitants of what was once a forest of beech and maple trees. In fact, the whole surrounding country was at that time almost a wilderness, and save the tall mountains that loomed up beside the Delaware, miles away, (and they were always visible in daylight and sunlight) their sides all covered with huge hemlock and pine, the whole country was what, in the old-time vernacular, was called "woods."

Here, in this quiet nook, lived Eben Maniere. A few years before the commencement of this story, "Eben," as he was always called by his friends and neighbors, had emigrated from the good old state of Connecticut, at a time when its blue laws were in full force; when it was wicked, and considered a crime, to laugh on the holy Sabbath day; where witches earned a living by the generosity of ignorant people, (although sometimes at a terrible cost); where it was right and lawful to worship God and love your neighbor, as the law directed, but when it was accomplished in any other manner it was sure to be met with death, or punishment, or, to say the least, a perfect ostracism from the ranks of the church, which in reality, and to all intents and purposes, constituted the society of that

Down 'mid day and age. And many a worthy and upright person has suffered beyond description from what was then deemed their utter perverseness, because their opinions were not strictly in conformity to those who claimed to be the religious teachers of the age, that had more religion than charity, far more pretended worth than Christian goodness. And Eben had received a full line of this strict and compulsory instruction. He had been brought up in the freighted atmosphere of praising God, and tendering good-will to his fellow-men, according to the well-established creed of the time and place in which he lived. His teachers in the old log school-house and the little church at the "Corners," were none of them lacking in those peculiar teachings that hardened one's heart toward all mankind who might, in all good faith and honesty, differ from the teachings of either church or state.

And when he started on the journey that carried him across the beautiful Hudson river, his only companions, his noble wife and little Rosa, then a prattling child of 7 years, had it not been deemed a sacrilege to express a childish glee by a positive exhibition of outward mirth and happiness, Eben carried with him all the schisms that were deemed essential to the perfect happiness of any mortal who lived at that day, and anticipated the hope of a Father's love in this world, or the world to come.

And as old "Bright and Buck" busily wended their way over mountain and glen, drawing the heavy cart that contained the wealth of the Maniere family, a looker-on would have imagined that, although they might not be able to reason, that at least the instinct they had been endowed with,

was seriously infected with a reasonable taint of good Eben's Christianity; and all the hilarity, or change, that greeted them, was the stern voice of the master, as, with the old-fashioned pole and leather whip, he laid upon their backs to the tune, "Haw, there Bright!" or "Gee up, there, Buck!" and occasionally a loud "Whoa, there!" for a moment's rest.

We had almost forgotten the faithful dog, "Bruno," the companion of Rosa, who must trudge along, all day, underneath the huge cart, for it would be a sacrilege for him to wander about and enjoy himself, or for a little rest ride inside. But for fear of a crack from the leather lash, he toddled on, with his tail hanging between his rear legs, for if he felt a little joyous, and happened to wag the only appendage that might express joy and happiness, Uncle Eben would blast the whole spontaneous burst of joy by exclaiming in his most positive manner: "Get under the cart and keep your place!"

O, what joy it would have been for Rosa to have had her playmate on the seat with her, for a little while each day, during that long and dusty ride. But little girls and shepherd dogs must keep their places.

So they traveled along, day after day until they reached the headwaters of the Delaware river, a tiny little brooklet that commenced in a dense and unbroken forest, save the road that had been cut through the woods that guided the travelers on their journey.

Three weeks of pulling the old cart up hill, and holding it back going down, brough Eben Maniere and his household, with all their worldly effects, to the spot that was to be their future home. With a resolute will, and a determination that brooked no fear, he set himself to work cutting down the trees, and within a period of three months the first log house was erected by the side of Elliott creek, thirty miles from even a church, a store, or tavern, and here, amongst the beech and maple buds, under the branches of the tall and sturdy birch, 'mid the songs of the blue-bird and the robin, close by the laughing, gurgling waters of the little brook that crept along the side of the mountain until it lost itself in the waters of the Delaware, commenced the new life and new experiences of little Rosa—experiences that brought her out of the old

rut of conventionalities and moss-grown teachings of her early childhood, where all the law they found was the law of righteousness and hope, and their only church their own quiet home. The only religion taught her was the happy singing and beautiful carols of the birds of the forest, the splash of the clear running waters of the tiny brook, and the more substantial work that nature presented, of a perfect being who made all things and called them blessed.

And as she gained strength from the invigorating warmth of a happiness that the works of nature can only give, and wisdom from a study of the blessings that enlightened understanding can discern, although reared in this primeval forest, we find her at the age of 17 years the bright, laughing girl, who, ten years before, dare not smile on the Sabbath day.

Many others had followed in Eben's footsteps, and to-day his home was not the only one in sight; but instead could be seen some thirty comfortable houses within a radius of two miles. The log house had been supplanted by a frame one of no mean appearance. A store, a church, and withal, a tavern, had been built, and a little community of 150 souls met each Sabbath day to hear of the goodness of one who was always present, "if only two or three were met together."

Each new comer had felled the trees and cultivated the ground between the grand old stumps, till there was a little farm for all, and prosperity seemed to reign supreme at "Elliott Corners," and the country round about. Old "Bright and Buck" had dropped by the wayside, and "Bruno," who had been the playmate of Rosa for so many years, had a little home of his own on the hillside, and a large flat stone at the front door, with the simple word "BRUNO" engraved on its side by her own hand. It was not a very elegant memento, but it was more touching than the cruel welts of the ox-lash when he was alive. And the master thought that the only rule that could be followed, to obtain perfect obedience, was to enforce rigid and strict obedience from children and animals.

And now we have come to the night that is ever remembered with joy and gratitude by every New England farmer, or one who was raised in that neighborhood—"Glorious Thanksgiving Eve." And although they now live (as it was then

thought) from the Connecticut border far across the mountains, "away out west," even to the third tier of counties beyond the Hudson, in the empire state, it was the same joyous Thanksgiving that it was years before in old Connecticut.

The winter was coming on, and every one was preparing for it, and although no snow had yet fallen, it was very cold. Just as the sun sank behind the hills, Eben, having "done up all the chores," and having heard the sound of the supper bell, came into the house, washed himself in real old farmer style, forgetting, of course, to brush his hair, which was not always parted in the true "Parisian fashion," and took his customary seat at the table. After a short blessing being asked on the food, so nicely prepared, he, for the first time, chanced to notice that Rosa's chair was vacant, and in a vexed tone asked, "Where is Rosa?"

The good mother answered that she had gone over to widow Black's, to carry a few doughnuts, a bottle of jam, some pickles and a mince pie, with a few dried apples, also. "As you know," she remarked, "Mrs. Black, with her three little children, has been quite destitute since her poor Caleb was killed at Neighbor Blunt's house-raising last spring."

"Yes," said Eben, "and do you know, it seems to me that 'ere girl is bound to ruin us, and she is away one-half her time, takin' suthing to somebody. It really does seem to me that all she has thought of since we moved here, was to have a good time, enjoy herself, and make somebody happy. Half of my old clothes she has cut up and made over and given to 'Squire Hoyt's children. Of course, they are poor and needy, and the 'Squire 'aint able to do much hard work, but I don't know that it is our duty to clothe the Hoyt children, or feed widow Black and her little ones. I tell you, mother, that girl of ours acts just as though she was born on purpose to have a good time and enjoy herself. She 'aint at all the same girl she was ten years ago, and if she keeps on she will think pretty soon that all she has to do in this world is to furnish for nothing the enjoyment for all the neighbors."

And before Eben had told one-half of the poor girl's faults, as he termed them, the biscuits had all got cold, and the nice fresh cup of tea had become quite insipid. But in lieu of all this, Eben had "spoke his mind," and he felt a great deal easier.

"But another thing," said he, "Bert Phillips told me that they had got some kind of a thing-er-jig down to the church—Oh, what is it he called it, oh, a——"

His good wife suggested, "An organ?"

"Yes, I believe he called it an horgan; and he tells me that there is a young woman here teaching folks to play on one, and he says Rosa is going to learn of her. I would like to see a child of mine playin' on any tom-fool instrument in our church! I honestly believe, mother, that that girl has forgot all the Puritan teachin' we ever gave her, and with singin' and larnin' to play on a horgan, an' takin' off all we've got to the neighbors that 'aint quite as lucky as we are, she'll break us all up afore she's much older."

"Yet you would hardly be willing to part with her, as bad as she is, would you, Eben?" said the good mother. "It is true, I will admit, that she is a little different in her thoughts and ways from what you and I were brought up to regard and believe was just the proper way; but she has been the joy of the household, and also the whole neighborhood, for years; and the kindness that she extends to others, and the little bits of charity that make her life so happy, will not be missed by us when we die. And when I was so sick, last winter, she watched over me day and night, for O, so long a time—and I could never have recovered if it had not been for her. And really, Eben, I cannot but think that she is nearer right than you and I were at her age; when we were brought up so strict that it seemed almost sacrilegious to do a kind act, or appear as if this world was made to afford all the pleasure that we see fit to make it. And you and I would have been very lonely when we first came to this wilderness, and ever since, if it had not been for her laugh and cheer, and faculty of making life so pleasant. Ah, I fear there would have been many a cloudy day, if she had been taken away before we came here."

But just at this time Rosa returned from her pilgrimage among the neighbors, singing some little song that she had just learned. Then, laying her sun-bonnet and shawl in a chair, she said:

"O, mother, if you had seen how happy it made that poor woman, and those little children, when I carried the little things to them, it would have made your heart so glad; and she said that I must tell

father and mother how thankful she was to them for their kindness."

"And what did she say to you?" asked Eben.

"O, she did not know that I had anything to do about it," said Rosa. "I told her that father and mother sent them all."

Eben Maniere had a bad tickling in his throat, which caused him to cough very hard, although he had not had a cold in several years; and worst of all, there was something coming out of his eyes and likely to trickle down his cheek, that would seem strange to that household. So he got up from the table as quickly as possible, and said, "I will go out and fodder the stock. And it was the first lie he had ever told. He knew very well that the cattle had all been fed an hour before, but he had rather tell a lie than let them know that his heart and conscience had been touched, and he found himself all to blame, and his own little girl giving all the praise of her own good acts to one who had never deemed it even right to act as if kindness, and love for others, was one of the graces of a Christian life; or, in plain and simple language, he had been convicted in the sin that he had wallowed in, lo, these many years, by following the laws and isms and customs of the early days, leaving out the all-important duty of praising God by love for His own as well as Himself.

The winter passed away. Spring-time had come; the flowers were all in bloom; it was Sabbath evening, and Eben and his good wife, (although it was contrary to the old-time custom) started out to take a little walk. Passing the little church where the evening service was in progress, they thought they would just step into the entry-way, (as they only attended morning service) and wait there a moment for a little rest. The preacher was earnestly invoking God to help this little congregation, and when the amen had been said, they waited just a moment longer, when Eben heard the sound of that "horrid horgan," as the notes welled out rich and clear. Suddenly he heard a sweet voice, singing so tenderly—

When I can read my title clear
To mansions in the skies,
I'll bid farewell to every fear
And wipe my weeping eyes.

Others were joining in the praise, but he only heard this sweet and child-like voice, and turning to his wife, he could

only say, as the tears trickled down his face:

"Mother, that is Rosa singing."

But it was spring time now, and Eben could not fodder the stock; but the isms and old-fashioned creeds were all knocked out of Eben Maniere, and the next birthday that came to Rosa Maniere, when she entered the sitting room to dust, she found it all in order, and in the farther corner a beautiful piano, opened ready for use. A piece of white paper was lying on one corner—and there was written these few words:

"FROM YOUR FATHER."

"For he now can 'read his title clear'."

E. H. B.

Here is a Genuine Touch of Pathos.

A lady living on Sixth street, who has a window full of flowers all in bloom, answered a ring at her door bell, the other day, to find a little girl shivering on the doorstep.

"Please, ma'am," said the waif, lifting her shy, beautiful eyes to the face above her, "will you give me a flower?"

The request was such an unusual one that the lady hesitated in surprise.

"Just one little flower," pleaded the child, looking as if she were about to cry.

"Why, of course, you shall have a flower, child; come in. You shall have a pretty red rose," and the good woman looked for her scissors and stepped to the window where the flowers grew. Before she had cut one a light touch fell on her arm.

"Not that one, please—not a red one; that white one. Oh, won't it be just bootful!" and the little girl pointed to a candidum unfolding its lily petals.

"That!" The mistress of the house shook her head. "I cannot cut that one, child. Why must you have a white one? Why won't any flower do?"

"Oh, because—because—because, it's for poor mamma," and the child burst into a violent fit of weeping. "Mamma is dead and I runned away to get her some flowers."

The next moment she was sobbing on the bosom of a new friend, and when she went away she was comforted, and she carried the precious lily, with other flowers, to the home where death had been.—*Detroit Free Press.*

REPORT OF THE SPECIAL COMMITTEE ON UNIFORM STANDARD TIME.

We give below to the readers of the CONDUCTOR, the Report of the Special Committee on Uniform Standard Time. While this to many of our members will be a subject that they have given but little thought, and we presume their attention has been seldom called to it, there is but little doubt in our own mind, but what it will in the next year, or at the longest two years, occupy the special attention that is usually given at the proper time to any work, that has for its object a simplicity of arrangement, that will do away with the objectionable features that gather around the present system of, or rather present systems of time reckoning, which are now in use. That some new and improved method will be devised, and soon be made the accepted one in general use, we have but little doubt. So we deem it well, that conductors, men, who are perhaps, more interested than any other one class of railway employes, should study the matter, and an opportunity is now offered for all to, in as few words as practicable, give their opinions on this subject.

We notice among the list of 237 names of replies favorable to the adoption of this or some like method, such names as A. A. Robinson, Gen. Man. A. T. & S. F. R. R.; Robert Williams, Gen. Supt. B., C. R. & N.; C. J. Ives, Gen. Man. B., C. R. & N.; M. S. Belknap, Central Georgia; Geo. B. Harris, Gen. Man. Burl. & Northern; J. Whitman, Gen. Man. C. & Northwestern; J. D. Laney, Pres. Cleveland, Cin. & Ind., and so forth. Will our readers give it the attention it deserves.—ED.

The Special Committee on Uniform Standard Time beg leave to report:

At the last Annual Meeting the Society passed two resolutions. One directing that further efforts be made to effect the general adoption of the 24-hour notation by the railways of the country. Another requesting the Committee to take such steps as may be approved by the Board of Direction of the Society to bring the subject of time reform to the attention of the public schools.

The Committee has endeavored to carry out both resolutions; the members have not, however, succeeded in meeting the views of the Society with regard to the second resolution. They have had a good deal of correspondence on the subject, but

so far have been unable to satisfy themselves as to the best form and manner of carrying out the resolution.

With respect to the first resolution, the Committee is enabled to report absolute and substantial progress, the last annual report of the Committee, together with other documents bearing on the question having been published in pamphlet form, and widely circulated. Railway managers and others were asked to state their views as to the adoption of the new notation by the railways of the country.

The Committee have to announce the receipt of 237 replies to the circular issued; of these 17 are unfavorable and 220 favorable to the adoption of the proposed change.

Persons answering the circular were requested to indicate the year when, in their opinion, the change might be effected, allowing sufficient time for such preparation as might be deemed necessary.

In the 220 favorable replies received:	
27 named the year.....	1892
68 " "	1891
95 " "	1890
30 gave no date.	

Thus it appears that none of these replies give a later date than 1892, nearly half the whole number named the present year, and, if we assume, what is highly probable, that the 30 persons who mention no date would concur in the views of the majority, no less than 84 per cent. of the whole number think the change might be effected not later than the year 1891, should a general assent be first expressed.

The last annual report was copied in the following technical journals with favorable endorsements, and probably into other publications which the members of the Committee did not see:

- The Travelers' Official Guide.
- The Railway Conductors' Monthly.
- The Railroad Gazetteer of San Francisco.
- Journal of the Brotherhood of Locomotive Engineers.
- The Railroad Gazette, of New York.
- The Railway Age, of Chicago.
- Engineering News, of New York City.
- The Railroad Record, of Philadelphia.

It has not come to the knowledge of the Committee that any journal has at any time expressed any opposition to the new notation.

The Committee has considered it advisable to tabulate the replies recently obtained with those received in previous years. It thus appears that between five and six hundred prominent men in every section of the country have responded to the Society's interrogations, and of these an exceedingly small per centage have given expression to an opinion adverse to the early adoption of the new notation.

As it is especially important to ascertain the opinions of leading railway men on this question, the Committee has caused a classification to be made of the Presidents, Managers, Superintendents and others, who have favorably responded to the Society's communications.

The list so prepared accompanies this report. It embraces the following railway authorities who are in favor of the simultaneous adoption of the 24-hour notation on the railways of the country so soon as it is ascertained that a considerable majority will give their assent.

Presidents and Vice-Presidents.....	30
Vice-Presidents and Managers.....	13
Gen. Managers and Assist. Gen. Man..	80
General Superintendents.....	73
Superintendents.....	110
Chief Engineers and Assistants.....	63
Managers of Transportation and Gen- eral Traffic.....	10
Receivers.....	5
Total.....	384

The aggregate length of railways with which these officers are connected amounts to fully 135,000 miles, and although all of the officers on each line have not yet expressed an opinion, the Committee are inclined to believe that when heard from the greater number of them will express the same views on this question.

While the Committee ventures to congratulate the Society on the highly satisfactory results of the inquiries so far made, they are of opinion that as the matter concerns so many people it will be best to proceed with wise deliberations; they, therefore, beg leave to suggest that the ascertained facts be communicated to the journals above mentioned, and that further efforts be made to secure an expression of the greatest possible unanimity, especially among railway men.

General unanimity satisfactorily established among those who control the railways of the country, it will then be fit and proper for them to take decisive action.

It is obvious that the change should be effected simultaneously six or twelve months after an agreed date, and the proper authority to determine the date is the General Time Convention.

The Committee cannot doubt that when the change to the new notation comes to be satisfactorily established the entire railway system and the community generally will recognize that a public boon has been conferred not less valuable than that already conferred by the adoption of standard time.

The Committee has the satisfaction to report that the hour zone system is now approved by the railway administration in Austro-Hungary, soon to be followed, it is believed, in Germany, Italy and Switzerland. The reckoning of time in Great Britain and Sweden is already in harmony with the hour zone system. The 24-hour notation has been adopted for railway service in China.

The Committee deem it proper to bring to the notice of the Society, that the government of the United States has so far taken no action on the resolutions and recommendations of the Washington International Conference of 1884. As the reforms in time-reckoning so largely adopted and proposed to be adopted in this country are in harmony with the resolutions of the conference, and as questions are constantly arising as to the legal aspect of standard time, it would be in the public interest to have the recommendations of the conference authoritatively recognized, and also perhaps, some satisfactory statutory enactment legalizing the changes made and contemplated in respect to the reckoning of time.

The committee respectfully suggest that the Society should memorialize the United States government on this subject.

SANFORD FLEMING,
CHARLES PAINE,
THEODORE N. ELY,
J. M. TOUCEY,
T. EGLESTON,
FRED. BROOKS,
Committee.

FORM OF MEMORIAL PROPOSED BY THE COMMITTEE ON UNIFORM STANDARD TIME.

Ordered at Annual Meeting, January 15, 1890, to be submitted to letter ballot.

The Memorial of the AMERICAN SOCIETY OF CIVIL ENGINEERS in Annual Meeting assembled,

Respectfully sheweth:

1. That the application of science in facilitating intercourse between places separated by great distances, has developed imperfections of time-reckoning not previously experienced; moreover, it has been found that the difficulties increase with the increase of population and the multiplication of lines of rapid communication.

2. That efforts have been made during the past ten years to obviate the difficulties which have sprung up, by establishing a modified system of time-reckoning based on principles generally acceptable.

3. That the President of the United States, on the authority of Congress, invited the governments of all civilized nations to take part in the solution of the problem, by appointing delegates to meet in general Conference to consider the matter.

4. That delegates representing twenty-five nations met in conference at Washington in 1884, and that after patient deliberation and prolonged discussion, they with substantial unanimity passed a series of resolutions, recommending the leading principles by which the desired objects could be best attained.

5. That the International Conference recommend a common zero and a common unit measure of time, the universal day, which any community may spontaneously adopt as the standard for daily reckoning. That the Conference recommend the division of the universal day into twenty-four hours, to be reckoned in a single series of numbers from 0 to 24 in consecutive order.

6. That by the system now in general use throughout the United States and Canada the hours, though differently numbered, are simultaneous with the hours of the universal day, and that it is now in contemplation in many quarters to adopt the 24-hour notation for railway reckoning as recommended by the Conference for the universal day.

7. That so far the government of the United States has taken no action on the recommendations and resolutions of the International Conference, and legal authority has not been extended to the reform in time-reckoning, to a large extent adopted throughout North America.

Wherefore, the American Society of Civil Engineers, in Annual Meeting assembled, respectfully represents to the government of the United States, as follows, viz:

First.—That, in the opinion of this Society, it would be in the general interests of the United States to formally accept the resolutions of the International Conference held at Washington in 1884.

Second.—That, in the opinion of this Society, it would be in the general interests to legalize by Act of Congress the now common system of regulating time by hour meridians.

Third.—That, in the opinion of this Society, it would be in the general interests to embrace in an Act of Congress a permissive clause authorizing and legalizing the use of the 24-hour notation.

On behalf of the Society.

A large number of prominent persons not connected with railways have also sent replies in favor of the new time notation. Only an exceedingly small percentage of all heard from in every quarter have expressed an opinion unfavorable to the change.

It has been suggested that the change should be effected simultaneously on all railways twelve months after an agreed date, which date may be chosen by the General Time Convention.

President Harrison's Stenographer.

Miss Nellie Sanger, who is stenographer to President Harrison and private secretary to his wife, was one of the young ladies asked to assist at the New Year's reception at the White House. On the same day Miss Hunt, who is the daughter of a former cabinet officer and minister to Russia, but who, through reverses, has become wholly dependent upon herself, and is serving as private secretary to Vice President Morton's wife, was one of the most honored assistants at the reception in her employer's house. Both of these young ladies are clever, accomplished and personally attractive, fitted to grace any drawing room, but they are working women on salaries, and their formal appearance in official society is an innovation which is said to be without precedent. It is the pleasure of Mrs. Harrison and Mrs. Morton that the young ladies should rank socially with invited guests, and this decision is eminently sensible. It may be said to work an era in social progress when the "better half" of an administration tacitly declares that a lady does not lose caste because she earns her living.—*Woman's Journal.*

Wanted the Old Song.

"Mister," said a haggard-looking man, as he walked into the hardware store, "can you tell me where I can buy a phonograph?"

"I guess we can order one for you, sir," said the salesman, who met him at the door. His face expressed surprise, but his tone conveyed assurance.

"Can you get one that will work automatically—one that you won't have to grind yourself, but can fix it up and let it go of its own accord?"

"I think we can arrange an attachment that will accomplish that result."

"All right; get it as quick as you can, will you?"

"You want it as a sort of amanuensis, I suppose?"

"No; my wife has gone out of town. I find that when I get home at night everything is so kind of solemn and still that I don't feel like going to bed, and when I do get to bed the silence is so oppressive that I can't stand it. So I thought if I could get a phonograph and have the hired girl talk into it for about three-quarters of an hour—something about its being a nice time of night for a self-respecting married man to be getting home, and all that sort of thing, I would set it before I went to bed and succeed in getting to sleep. It's funny how a man will miss these old familiar sounds."

Burdette on the Grip.

Once in a while an American returns from Europe, after a six months' tour of the continent, and as a knock-down argument against prohibition says: "I traveled in Europe six months and did not see one drunken man."

If the traveler was a sober man, and traveled in sober, respectable company, I can easily believe the statement. To show how utterly worthless as an argument it is, let me say, and I say it truthfully, that I have now been traveling up and down these United States, from Toronto to Topeka, nearly five months, and have seen but one case of la grippe. Only one, and it was so light the victim was able to sit up, had a good appetite for three daily meals, and could sit down at a piano and sing and play. Now, that's a fact. I have, since Oct. 8, been traveling constantly, going everywhere, lecturing six times a week, and have seen just this

one case of la grippe cited above. And yet we know the country has been full of it. Every physician knows how like an epidemic it has raged. And yet I have seen but one case of it.

Of course, in that time I have met about 75,000 able-bodied liars, who said they had it the worst way, when they didn't have a respectable cold in the head.

The pastors tell me that la grippe has just about broken up their prayer meetings. That may be. A crick in the neck will keep a man away from the prayer meeting. But you have to saw off his legs to keep him from going to the circus.—*Burdette in Brooklyn Eagle.*

The Waning Power.

"They talk about the power of the press," said the editor, publisher and proprietor, pressman, and compositor combined, as he put his feet on the pine table and leaned back in his splint-bottomed chair, "but I think I can see that that power is on the wane. Yes, hang it, I'm sure it has decreased 30 per cent. in the last three years."

"In what respect?" was asked.

"Well, mostly in respect to railroad passes. Look-a-here! Five years ago I had passes over a dozen different railroad lines—annual passes, understand—while to-day I've got to pay my fare the same as a ditch digger. Does 'nt this prove that the power of the press is on the wane?"

"Possibly."

"Why, man, it's conclusive evidence, and if something isn't done to restore our prestige the day will come when we won't get a darned cent knocked off our hotel bills, nor a free ticket to a theatre. Yes, I've seen the day that I could send a friend to New York and back on passes by four different routes, but to-day I'd have to take the tow-path myself."

"That seems sad."

"It's sadness boiled down, sir. It isn't the loss of the pass so much as the spirit which withholds it. It's that breaking away of the railroads, that insubordination and independence, which I bemoan, and which can lead to nothing but disaster to a free press. For instance, in days gone by I'd sit down with a railroad guide and write to a dozen different passenger agents for an annual. I might have no earthly use for some of them, but it was to maintain our prestige, you see. Every agent would respond, and announce that

he took great pleasure in so doing. He'd even ask if I couldn't use two."

"And how is it now?"

"Here is a letter to answer your query. I wrote to the K. & K. folks for a trip pass to Albany and return, and it was refused. I then sent another letter saying that I did not propose to pitch into the management of the K. & K. unless driven to it, but if driven to it they must abide the consequences. Here is the letter in reply, and they tell me to pitch in and be blanked, and add insult to injury by putting my circulation at 250 copies, when I have been working 300 right along for a month past. You see the spirit, sir. It is one which cannot be curbed and quenched too soon, and I am thinking seriously of issuing a circular and calling a meeting of the state editorial fraternity. We are drifting, sir—drifting away from the glory, honor, and power which once surrounded every editorial sanctum, and unless we put on the brake, the day will come when even no farmer will bring us a bag of apples and no circus feel it obligatory to leave free tickets."

A Lesson in Self-Reliance.

DR. DEPEW'S STORY OF COMMODORE VANDERBILT AND YOUNG JIM RUTTER.

Mr. Depew told me an anecdote. A good many years ago a young freight clerk was employed at one of the country stations on the Erie railroad. He was a farmer's boy, who had nothing but a common school education, but was regarded as a pretty bright chap. He vindicated this youthful reputation by his management of the little freight business to which he had to attend, and was soon transferred to a more important place near Buffalo. There he began to reveal the genius that was in him by suggesting certain new methods of dealing with freight, and there he came under the eye of Commodore Vanderbilt.

Some time later, after the consolidation of the Hudson River and New York Central railroads, the old Commodore desired to get a man to take charge of the freight business, and thought of this young man. He sent for him and offered him a salary of \$15,000 a year to assume the duties of master of freight transportation. The clerk was a rosy-cheeked, yellow-haired young man, who at once accepted the offer with such confidence in his abilities

as to please the old Commodore, who hated a man who had no self-confidence. Not long after he took charge, a very complicated and difficult problem in freight transportation arose. It puzzled the young fellow so that he could not sleep nights. If he made a mistake he felt that it would be fatal to his reputation, probably to his career, while if he succeeded he would simply accomplish what he had been hired to do. At last in his anxiety he ventured to call upon the old Commodore, stated the difficulty to him, and asked advice. The old man looked at him a moment and then said:

"Jim, what does the Central hire you for?"

"To take charge of the transportation."

"Well, do you expect I am going to earn your salary for you?"

That was all the Commodore said, and the young man turned on his heel and left him. He went out and acted on his own judgment; acted with unerring foresight, and was soon promoted to the vice presidency. Later on he succeeded William H. Vanderbilt as president of the New York Central system. That was the career of Jim Rutter, Mr. Depew said, and he characterized Rutter as one of the greatest railroad geniuses that the age of railroading has produced. Rutter killed himself in the services of the Central by overwork, a habit which Mr. Depew neither encourages by his own example or favors in any of his employees.—*Philadelphia Press*.

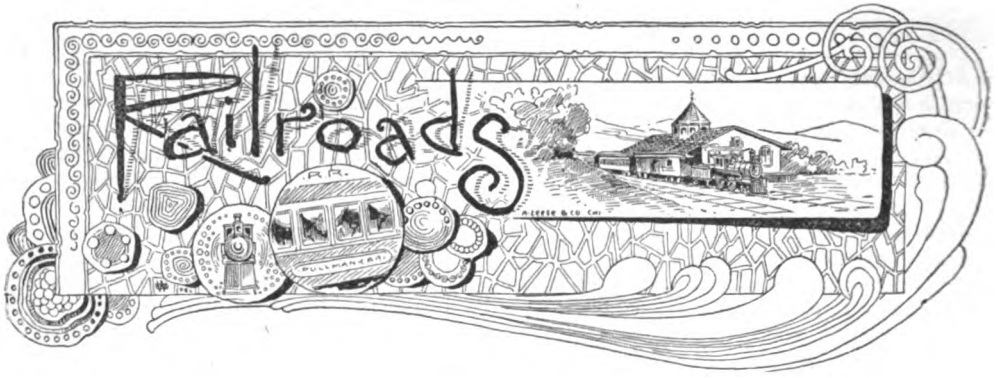
His Little Snack.

It is perhaps because there are exceptions to all rules that some persons seem to be able to bid defiance to many of the recognized laws of health.

"Wouldn't you like a little something to eat before you go to bed?" said an old farmer to a guest who was about retiring for the night.

"No, thank you." was the reply. "I never eat anything after supper."

"You don't? Well, I couldn't sleep if I didn't have a little snack of some sort 'fore I went to bed. Of course, I don't eat a reg'lar meal, but I feel all the better for a piece of pie and two or three doughnuts with some cheese and a pickle and a bite of cold pork—some light refreshment, you know, just to stay the stomach."—*Youth's Companion*.



There are forty-eight languages and dialects spoken in Mexico.

* *

One thousand cars for the Central Georgia by the U. S. Rolling Stock Company, of Anniston, Ala.

* *

The highest life insurance on any one life is one million dollars, that of John Wanamaker, Philadelphia, Pa.

* *

Ten new locomotives for heavy passenger service on the Wisconsin Central road are to be built by the Brooks Locomotive Works.

* *

Four large engines, and several smaller ones, for the Louisville, New Albany & Chicago, built by the Rogers Locomotive Works.

* *

The first almanac ever published was in 1457. The first American almanac was that of William Bradford, published in Philadelphia in 1686.

* *

There is a piece of property for sale in Worcestershire, on a lease which has 1,711 years to run. It was made for two thousand years in 1600.

* *

A \$30,000 highway draw-bridge is to be erected over the Stillaganish river for the Seattle, Lake Shore & Eastern road, by the San Francisco Bridge Company.

* *

A man's working life is divided into four decades of ten years each, designated as bronze, silver, gold and iron, extending from 20 to 60. Intellect and judgment are strongest between 40 and 50.

The largest telescope in the world is owned by Lord Rosse; that is, it has the largest reflector, it being seventy-two inches. The largest refractor is in the Lick telescope in California, which is thirty-six inches across.

* *

There is talk in the city of New York of sending passengers and freight from there to Liverpool in five days. Twenty-four hours are to be occupied on the rail from New York to St. Johns, four days in the voyage from St. Johns to Holy-Head.

* *

The N. Y. C. & H. R. railway has introduced a new system of paying its employees. Two pay-cars will be put into service. One starting from De Witt goes west on the western division and back over the West Shore. The other starts from New York at the same time and pays up to De Witt.

* *

The officers of the Pennsylvania & Pittsburgh, Fort Wayne & Chicago companies have issued a general order calling for the surrender of all passes now held by their conductors. Said order also specifies that "no conductor shall apply for or accept a pass on any other road without first notifying the officers of the line on which he is employed."

* *

Six hundred men are now digging the railway tunnel under the St. Clair river at Port Huron, Michigan, at the rate of fifteen feet each day. More than twelve hundred feet of tunnel proper is now ready for trains on the Michigan side, and nine hundred on the Canadian. The remaining four thousand feet will be finished at a wonderfully rapid rate.

There are nine navy yards in the United States, viz : Brooklyn, Charleston, Boston, Mass.; Kittery, opposite Portsmouth, N. H.; League Island, near Philadelphia; Mare Island, Vallejo, Cali.; New London, Conn.; Pensacola, Fla.; Washington, D. C.; Portsmouth, near Norfolk, Va.

* *

The annual report of the Pullman Palace Car Company shows assets of approximately \$41,000,000, with liabilities of \$26,000,000, leaving a surplus of about \$15,000,000. The total number of employes of the company is 11,063, and these employes received wages during the last year amounting to \$3,000,000. There are 1,200 depositors at the Pullman Loan & Deposit Company, almost exclusively employes. The average amount to the credit of each is \$235.02.

* *

Mr. Charles E. Halbert, who has been several years connected with the Mexican Central railway, first as passenger conductor, then a trainmaster, and for almost two years past superintendent of the Guadalajara branch, died in that city on the 9th inst., of pneumonia. A young man, with a bright future, kind disposition, and who, by the conscientious discharge of his duties, had endeared himself to all with whom he came in contact. Once publicly decorated by the Governor of Jalisco for his bravery and presence of mind in saving a number of passengers from drowning, the occasion being a terrible steamboat accident on Lake Chapala. So go the good men of this earth in the railway service.

* *

Important changes of the N. Y. C. & H. R. railroad have recently transpired. Mr. H. W. Webb, who has been assistant to the President, has been chosen to fill the new office of third vice president, having general supervision of the operating, motive power, rolling stock and track departments. He will be assisted by a general manager and general superintendent. Mr. John M. Toucey, who for nine years has filled the position of general superintendent, promoted to be general manager, will be succeeded as general superintendent by Mr. Theodore Vorhees, who has been heretofore assistant general superintendent. At the age of 20 years Mr. Toucey held the position of station agent on the Hudson River road. Fourteen years later he was made assistant superin-

tendent, holding that office until the road became a part of the N. Y. C. & H. R. railway. Five years later he was given the title of superintendent of the Hudson River division. This position he held for fourteen years, when in 1881 he was promoted to be general superintendent of the entire system. Mr. Vorhees has been in the railway service since 1869.

* *

The year's experiment of profit-sharing at the great retail store of John Wanamaker, in Philadelphia, was very satisfactory. Monthly dividends were paid employes aggregating \$59,158 for the year. In addition to that \$40,281 were distributed among the employes who had a record of seven years unbroken service in the house, and \$10,000 were set aside as a pension for old employes.

* *

The highest monument, or tower, in the world is the Eiffel, Paris, France, 1,000 feet high.

Washington monument, Washington, D. C., 555 feet.

Pyramid of Cheops, Egypt, 456 feet.

Antwerp cathedral, Belgium, 476 feet.

Strasburg cathedral, France, 474 feet.

Pyramid Cephrenes, Egypt, 456 feet.

St. Peter's church, Rome, 448 feet.

St. Martin's church, Landsheet, Germany, 411 feet.

* *

The daily income of the Emperor of Russia is \$25,000.

Sultan of Turkey, \$18,000.

Emperor of Austria, \$10,000.

Emperor of Germany, \$8,000.

King of Italy, \$6,000.

Queen Victoria, \$6,300.

King of Belgium, \$1,640.

President of France, \$500.

President of the United States, \$137.

Railway conductors, from \$2 to \$2.80 a day.

* *

The United States possess 150,600 miles of railway, while Europe has but 124,200.

As the entire world contains about 337,000 miles, it follows that the United States have 44 per cent. of the railways of the globe. They will soon have more than the rest of the world!

Besides its railways, America has rivers that are the largest in the world. The Mississippi is equal to all the rivers of Europe combined, with the exception of

the Volga. Its length is about 3,200 miles, and that of its navigable affluents is more than 19,200.

The Hudson is navigable for large steamboats as far as Albany, that is to say 160 miles from its mouth.

There are a dozen other rivers of like importance. There are a number of large seaports at considerable distances from the coast properly so called.

There is nothing more curious than to see ships of 3,000 tons at a distance of 1,500 miles from the sea.

These great natural water-courses are, in addition, completed artificially and connected with each other by canals.

In 1880 there were in the United States 4,300 miles of canals that cost \$265,000,000. The maritime coasts accessible to navigation have an extent of 13,000 miles.

If we count the islands and bays, we find that the American seashore has a total length of 32,000 miles. Moreover, the length of the coast and the lakes accessible to navigation is 1,600 miles.

* *

The net earnings of the Chicago, Burlington & Quincy for 1889: \$10,208,998. We are pleased to hear that the C. B. & Q. has been prospered during the last year, and also that the stockholders have received money enough to make them correspondingly happy. But we will also feel like offering just a word or two of advice, if you feel willing to call it that; or, perhaps better, make one or two suggestions that would seem to come along in the way of prosperity to another class of human beings. That is, that if the business of this road keeps on increasing, and the stockholders are able to receive correspondingly large dividends in the years to come, that they give a little heed to the propriety of their not only paying their conductors, but some other employes on their system, a little more of the needful than they are receiving at the present time. If it was only a little each year, before some of them die, or are discharged, it would be quite a little boon to them and their families, and not cripple this great railway company as much as they might imagine. There is many a conductor on this road who is getting pretty gray-headed. He will not hold out many years more, and will soon find a job where railways are not in fashion, and the cares of this world will not annoy him a great deal, where debts and de-

unknown in a monetary sense. Perhaps to this class of individuals it would be well not to count much on increasing their pay, but there are young men on the system who have worked a good many years, who have tried to do their duty to the company, and to the public, and all with whom they come in contact. And for this class of railway employes we bespeak in future a little more pay, and not only that, but a kindly disposition shown on the part of all the officials to do what is right with them.

* *

We observe that Mr. T. S. Hall, son of the pioneer in the electric railway signal, has improved upon his father's invention, and now presents a new system of signaling, which is operated by closed circuits instead of open ones, as was the case in the original system. The working of the device is thus described in an exchange:

When no train is in the block section, the signal is held at safety by the current, and any derangement of the latter allows the disc to automatically move to the danger position. The record of its performance upon the Boston & Albany is certainly remarkable. Going into service May 30, 1888, being used as a positive block signal, it has never got out of order or caused an unnecessary stop, or shown safety when danger existed, thus making a perfect mechanical record. In consequence of its satisfactory operation the Boston & Albany is now extending its system and will soon have its entire line from Riverside to Worcester, thirty-three miles, double track, equipped with this system, the sections being overlapped. The New York, New Haven & Hartford uses the system even more extensively than the Boston & Albany, and now employs in regular block service seventy-four signals. This road has sixty-one Hall highway crossings, station and draw-bridge bells in use at various points on the New York, Hartford and Shore line divisions.

The system consists essentially of an automatic electric block signal. This signal, enclosed in a suitable case, may be placed at a given point on the line of railroad. An electric current, flowing through a wire strung on poles, and to the magnets of a signal instrument of the most simple description, holds the red signal at safety, or "all clear." A train in passing this signal causes it to drop, or turn to danger, this change being effected by

the wheels of the train coming in contact with a suitable circuit breaker placed in proximity to the rail. After protecting itself in this manner, the train passes on one mile, more or less, places another signal at danger, and after passing quite a distance beyond the second signal a circuit closer is operated by the train, which in turn causes the first signal to change from "danger" to "safety," thus opening the first block to the following train. In addition to the protection afforded against collisions; each switch is connected and inter-locked with a block signal, so that in case of their displacement the signal goes to "danger." Bells to automatically announce the approach of trains at highway crossings, stations, draw-bridges and switch-houses are also provided for in this system, and the company also makes a very complete and efficient system of electric inter-locking signals for railroad grade crossings and junctions.

* *

To show the astonishing progress of American production in a very short lapse of time, we give the following comparison of results collected twenty years apart:

	1866	1886
Gold and Silver.....	\$63,500,000	\$83,500,000
Sugar.....	20,000,000 lb	286,000,000 lb
Cotton.....	1,000,000,000 lb	3,182,000,000 lb
Wheat.....	212,000,000 bu	357,000,000 bu
Corn.....	786,000,000 bu	1,936,090,000 bu
Petroleum.....	132,000,000 gal	943,000,000 gal

* *

In no country in the world, in a relatively short space of time, has the postal service been so extensively developed.

There are at present in the great American republic 57,376 postoffices (against 23,328 in 1866) while Germany has but 18,583, Great Britain 17,587, and France 7,296.

The postal routes of the United States extend over 240,000 miles, those of Germany 51,000, those of France 40,000 and those of England 25,000.

The American postoffice sent last year more than 3,576,000,000 letters and printed documents of all kinds, while England did not exceed 2,270,000,000, the Germans 1,816,000,000 and the French 1,400,000,000.

The proportion of postal matter forwarded is 71 per inhabitant in the United States, 61 in England, 41 in Germany and 37 in France.

Finally, the first of these nations spent for its postal operations fifty-six million dollars, the second nearly forty-four million, the third nearly twenty-nine million, and the fourth nearly twenty-nine million.

* *

There are about 150,600 miles of railways in the United States; nearly one-half the mileage of the world.

They have cost about \$9,000,000,000.

Employ more than 1,000,000 people.

The fastest time made by a train was 92 miles in 93 minutes, one mile being made in 46 seconds, on the Philadelphia & Reading railroad.

The cost of a high-class, eight wheel passenger locomotive, is about \$8,500; of a palace sleeping car, \$15,000, or \$17,000 if vestibuled.

The longest mileage operated by a single system is the Atchison, Topeka & Santa Fe system, about 8,000 miles.

The longest railway bridge span in the United States the Cantilever in Poughkeepsie, N. Y., bridge, 548 feet.

The highest railroad bridge in the United States is the Kinzua viaduct on the Erie road, Pennsylvania, 305 feet high.

The first locomotive was built by Peter Cooper, of New York.

The Manhattan Elevated railroad, New York, carries 525,000 passengers a day or 191,625,000 yearly.

The average daily earning of an American locomotive is about \$100.

The longest American railway tunnel is the Hoosic tunnel, on the Fitchburg railway, Massachusetts, 4¾ miles.

The average cost of constructing a mile of railroad is about \$30,000.

The highest railroad in the United States is the Denver & Rio Grande; Marshall Pass, Colorado, 10,852 feet above the level of the sea.

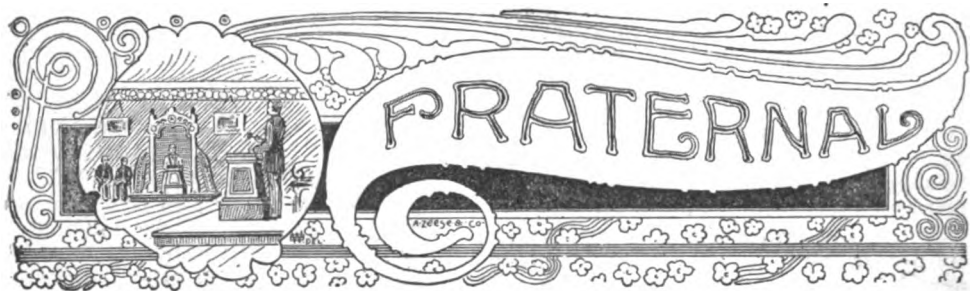
The chances of fatal accident in railway travel is one in ten million.

The longest line of railway is the Canadian Pacific, running from Quebec, Canada, to the Pacific ocean.

A steel rail lasts, with average wear, about 18 years.

The Illinois Central carries the largest number commuters, viz: 4,828,128 in 1887.

The fastest time made between Jersey City and San Francisco, was 3 days, 7 hours, 39 minutes and 16 seconds. Special theatrical train, June, 1886.



BRATTLEBORO, VT., Feb. 1890.

Editor Railway Conductor:

The fair held by Bellows Falls Division No. 233, February 4th, 5th and 6th, was a success financially and otherwise, and the boys may well feel proud of their first effort in that direction. Much credit is due the members for their zeal and activity in making it so. The division more than realized its fondest hopes. Nearly 1,800 fair tickets were sold, and the total amount of the receipts was over \$1,125.00, leaving a net sum of \$825.00 in clean money to deposit in bank. Brother Belknap, do you know of any other division with the same membership, or even larger, that has done any better than that? Brother Bean sold 334 tickets; Brother Wyman, 240; Brother Dawley, 205; Bro. Carleton, 165 and Brother Worthen, 131, and other members accordingly. The last night of the fair, special trains were run from Brattleboro and Windsor, and Union hall was literally packed with humanity. The entertainment consisted of singing, and banjo and guitar playing, by the colored Norrington Quartette, from Springfield, and Wheeler's Orchestra, of Bellows Falls, furnished the music for dancing. There were 140 couples on the floor at one time. The drawing of the prizes took place on the stage at 11:30, the last evening, and resulted as follows: parlor set, G. B. Edmonds, Rutland; sleigh, C. A. Wheeler, Bellows Falls; lady's gold watch, E. J. Leslie, Proctor; parlor stove, J. R. Prescott, East Wallingford; mileage ticket, John Cotter, St. Albans; hanging lamp, F. W. Richards, B. Falls; lady's gold ring, B. Cannon, Jr., B. Falls; gentlemen's gold ring, N. Boynton, Ludlow; fancy rocker, F. A. Curtis, Londonderry; ton of coal, M. G. Taylor, Brattleboro. A vote taken for the most popular engineer, fireman and brakeman, running into Bellows Falls, was decided in favor of F. M. Thompson, engineer on the Cheshire railroad, who was the recipient of a gold-headed cane, while A. G. Furman, fireman on the Connecticut River road, received the marble clock, and W. Mansfield, brakeman on the same road, took the cake basket. Mrs. P. G. Dawley, wife of our Chief Conductor, made and

presented the division with a banner, and for that, and the generous patronage of the public, the members, one and all, wish to return their sincere and heart felt thanks.

Brother Wilkins was with us the evening of February 10, and instructed those present in regard to the new work, besides giving us a little advice relative to other matters and things. His remarks to the members, that an exchange of ideas is beneficial, and that every member should freely express himself when in the division room, that then was the time to talk, and that it was not enough to come around to the meetings once a year, leaving the officers to run them, were well put, and worthy the consideration of every Brother of the Order. It is hoped he will make it convenient to call this way again. We certainly shall be glad to see him.

Yours in P. F.,

MCGINTY.

JACKSON, MICHIGAN, Feb. 8th, 1890.

Editor Railway Conductor:

In reading the CONDUCTOR, as a member of our Order, one finds much of interest, not only to ourselves as individual members, but of our Order and the position it holds relative to other labor organizations, which at the present time, are assuming a very aggressive attitude, and are doing all in their power to bring about a federation between the several organizations, leaving out of course, the Order of Railway Conductors. Now, it is not the idea that we are left out, that causes me to write this article, but there may be more in this federation than we are aware of at present. In the CONDUCTOR of January 1st, an able Brother opposes federation, and agrees with Old Time Tough, and claims to have struck the keynote of its failure, in assuming that it will not accomplish the results expected of it, but at the same time tells us, that there is a growing feeling throughout the Order, that we are in a position of humiliation, and that something more definite and positive should be done by our Order, that we may receive that recognition due us as conductors. As to the feeling existing throughout the rank and file of

the Order, it cannot be denied, but that it does exist, and we are told by those that entertain this feeling, that the present policy of the Order is not aggressive enough to fulfill its requirements. These are the thoughts of Brothers, and one can hear them expressed almost daily. There is one thing sure, either the Order is radically wrong, or radically right, in its present position; time will probably solve the problem. We, as members of the Order of Railway Conductors, have taken an obligation to sustain all laws enacted by the Grand Division of the Order; so, to, members of other organizations claim, that they are bound to abide by the decisions of a conservative, arbitration board. This being the case, is it reasonable to suppose, that they will transgress sooner than we. If not, is it any wonder, that the dissatisfied ones and members of other organizations, are looking forward to federation as the bright star of hope. The friends of this scheme claim for it, that the united front presented by the several organizations engaged in the railway service, will bring about an immediate recognition of any just demand made by them. By the term, just demand, we must assume, that the conservative element is always in the majority, and the power behind the throne would have much to do in bringing about speedy recognition. These are some of the claims set forth as the results of federation. When we advance or advocate such ideas as this, we will probably be told, that we are laboring under a delusion, and that it is caused by coming in contact with those on the other side; this may be where the feeling of humiliation comes in. This is certainly no one man affair, but it is something that concerns the whole Order, and we must agree with Brother Watkins when he says, that something more positive must be done by the Order, to the end that we may retain, if possible, in our membership, those Brothers who entertain this feeling of discontent.

Yours in P. F.,

HOWARD LEACH.

ADRAIN, MICH., Feb. 1890.

Editor Railway Conductor:

Sir Walter Scott very beautifully said, that "from the moment the mother binds the brow of the infant, to the hour in which some kind assistant wipes the death damp from the dying, we exist but by mutual aid." Perhaps in no instance is the value of that mutual aid better exemplified, than in its use and appliance to the principles and practices of life insurance. Those principles awaken in every man, greater and graver responsibilities now, than when Scott penned those beautiful lines. The positions men are employed to occupy, the dangers surrounding them in those positions, on railroads,

steamboats, and the great variety of steam appliances which men are called upon to conduct, "renders the life of the practical man more precarious, now, than at the time when Scott penned the sentence used at the commencement of this article.

In No. 17, vol. 6, December 15, 1889, there is an article in the RAILWAY CONDUCTOR, entitled "Life Insurance a Necessity," which is worthy of a very careful perusal and candid consideration. The writer says, let us then take a birds eye view of some of the advantages of life insurance, bearing in mind, that life is short, that it is also uncertain; always remembering too, that man's first duty, at all hazards, is to provide for his family. Let me ask, is there a class of men whose lease of life is rated at a less number of years than railroad men? Not any—only fifteen years. Is it not the duty of every man to provide for his family? All answer, yes. If, then, you are not able to purchase a whole loaf, be content with the one half of a loaf, which is certainly better than nothing.

F. S. Silvernail, in No 15, vol. 6, God bless him; methinks I see him now, laying down the law of mutual life insurance to his associates, with great force and emphasis. Go ahead, Brother Silvernail, glory beckons you onward, the immortal crown invites you upward; your cause is just, your position is right, your words are truth, your appeal is generous and your actions are humane, and I sincerely hope, that at the annual meeting in Rochester, they will stop this sending out appeals for help for those who are not members of the O. R. C. Mutual Aid Association.

In No. 1, vol. 7, I cheerfully second the suggestion of Brother Gilbert, for half-rate insurance. There may be, and I think there are, many who for some cause "best" known to themselves, may not be able to carry \$2,500 insurance, but who could and would be glad to carry \$1,250. If such is the case they can be accommodated. It is a matter of a few minutes' work by the committee having the work in charge and could be arranged without serious inconvenience.

In No. 3, vol. 7, in a letter signed by Albert Cutter, he makes mention of a surplus fund. In a letter written by myself, I think, to Mr. Wheaton, I suggested the propriety of each member paying ten cents additional on each assessment, until the sum of \$2,000 be converted into the treasury of the mutual aid from that source.

The idea of life insurance should be paramount in the mind, heart, and action of every railroad man, and their first act, after going out into the world to battle with the dangers, cares and responsibilities of life, should be a beneficent one—that of obtaining and securing to your family a life insurance. What is home without some insurance

that will revert to your family, in case you, "from any cause," may be taken away? Without it your home is like a reed, shaken by the wind.

A short article, signed W. L. E., in No. 15, vol. 6, gives us a very clear and beautiful description of home and its realities and endearments. How many pleasant memories cluster around our home. A little one, the pride and idol of our home may be taken away, which leaves a vacant cradle, and an empty shrine in our hearts. Our home is left to us, and father and mother, who always travel together down life's pathway. With an insurance that will afford relief to the mother, if father is taken away, we may then thank God and take courage, that the lines have fallen unto us in pleasant places, and there remains for us a grand heritage.

Many a widow and orphan has great reason to be grateful, that the advantages of life insurance was understood and embraced by the husband and father. It has saved hundreds and thousands from ruin, by enabling them to raise money, which they could not otherwise have obtained. How few there are in their homes of ease, surrounded by all that wealth can bestow, or appetite desire, with their heaps of gold and their broad acres, luxuriating in the comforts of their princely palaces, who little heed the howling of the wintry blasts and the pelting of the pitiless storm without. But remember, that their gold and their broad acres are held in trust for noble uses, and that a strict stewardship will be required of them at their hands.

Remember, my friends, that the wretched being who stands shivering at your door, crouching beneath the fury of the tempest, is your brother, bound to you by the ties of common humanity. His garments are tattered in shreds, and the haggard lineaments of his face, squalid want has left its furrows and despair has written its blistering lines of anguish. His lot may once have been as happy, if not as proud as yours: in a little cottage on the sunless side of a romantic mountain, forest crowned.

If such is the picture presented by a neglect to obtain life insurance, let no time be lost, secure it at once. Do not think for one moment, that it will debase your humanity. No, it will elevate you, morally and socially. You will stand as a beacon light upon the ocean shore, in the proud consciousness of having done your whole duty to your God, your family and yourself. Socially, it will elevate you in the estimation of every lover of right and justice.

Provide well for your own household, is a divine injunction, and should be sacredly observed by all. By it we are taught to exercise all the noble

attributes of our nature, by doing good, exercising charity, timely attending to all the little wants of wife and children, by obtaining early in life, an insurance, that will enable you to carry with you a consolation, that inasmuch as you have done your duty to your wife and little ones, that whatever may befall you, if you are carried beyond that bourne from whence no traveler returns, you will find rest in that beautiful land beyond the grave.

W. S. S.

BINGHAMPTON, Feb. 1890.

Editor Railway Conductor:

As the time for the meeting of the Grand Division approaches, and the discussion of matters to be brought up there is in order, I would suggest the following: that the Executive Committee as it now exists, be abolished; that said committee shall hereafter consist of the G. C. C., the A. G. C. C., the G. S. and T., and if deemed advisable, the G. S. C., and editor of the journal. With a board of directors and the number of salaried officers that we have now, I consider this committee and its attendant expenses, superfluous and unnecessary.

The advantages of this plan, aside from its economy, would be, that the committee would always be in session, and thus be enabled to act promptly in all matters requiring its attention, thereby saving much valuable time now wasted.

They would also serve as an advisory board, and the action of each grand officer would be subject to the approval of a majority of the committee, which would be ample restraint.

The Order would then have the benefit of their counsel in all matters, which it now has not.

This is simply my opinion in the matter, and may be entirely wrong; however, I would like to hear from some of the members and get their views.

Yours in P. F.

M. F. COLLINS.

TERRE HAUTE, Ind., Feb 12.

Editor Railway Conductor.

DEAR SIR AND BROTHER: As Secretary of Terre Haute Division 90, I was instructed, at the union meeting held at Terre Haute, Feb. 9, 1890, to send a resolution passed at that meeting to you for publication in the CONDUCTOR, as follows:

Resolved, That it is the sense of this meeting that two years is too long a time, and that one year is long enough, for a conductor to run a train before becoming eligible to a membership in the O. R. C.

J. W. CASKEY,

Secretary and Treasurer.

TOPEKA, Kas., Feb. 20, 1890.

Editor Railway Conductor:

Topeka Division 179, will hold, not their first, but their third, annual ball on the evening of March 20. We have been very successful in our first division balls, so we are obliged to keep them up. This time the depression in our treasury was caused by the long sickness and death of our worthy Brother, P. G. Cary; also, the sickness of two other Brothers, and a Brother's family while he was out of employment. We believe that it is far better for divisions to do some hard labor in getting up entertainments to replenish the treasury, than to send out the begging letters that have become so objectionable to all.

We have correspondence from our grand officers stating that they are on their slate to attend a union meeting, of Topeka Division No. 179, 620 Kansas avenue, 9 a. m., on time, March 20, (the same day as our third annual ball) of western delegates and all Brothers. Questions of vital importance to the western conductors are to be discussed, as all delegates have questions and answers of great importance, they will bring them along. This is our second union meeting. The first was held previous to our Grand Division meeting at Toronto, and was a grand experience meeting, which every one of nearly one hundred Brothers present enjoyed. Your map will show that Topeka is approachable from all sides, when accompanied with the real grip, pass-word or division card. This meeting has been long talked of by near divisions, and there will be a large turn out, so the Brothers who have a great distance to come will miss a great meeting if they do not get here. Do not forget to bring your ladies, as there will be a grand O. R. C. ball in the evening; also, remember that the Copeland hotel, corner Ninth and Kansas avenue, is the O. R. C. headquarters. Reasonable rates in a first-class hotel to conductors.

D. I. FURBECK,

Delegate, Topeka Division 179.

LOGANSPOUT, Ind., Feb. 17, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: With your permission I will give you the names and numbers of our Collar and A men on the second and fourth divisions of the Chicago, St. Louis & Pittsburg railroad. From Logansport to Chicago we have the following members: First on the list comes Brother F. F. Barrett, who is known generally as the "Commodore." I cannot give the origin of this title, but suppose he made a visit to Kentucky. Next on the list is Brother E. W. Alexander, who, report says, when he found his hair

turning grey, had recourse to the brush and shoe blacking. Next we have Brother E. S. Gardner who in some respects is similar to the whale, who must have his spout. Now comes Brother P. E. Weise, who can smell a tramp, and it is not necessary to say the aforesaid tramp finds walking his alternative. I might tell a little joke about Pete's trip west, and how the conductor in charge of the train made a run of the sleeper in which Brother Weire was resting his eyes, at a place called Franklin Switch, but he might give me ned for so doing. Next, Brother Joseph O'Kinney, who, by the way, is of Irish extraction, but does not wish it to be known, and Brother S. Kerlin, commonly called the "Deacon;" Brother J. C. Clendenen, and your humble servant winds up the list. Right here I wish to say for Brother Clendenen that a more handsome, polite, or modest conductor than he, is very hard to find, and if he wishes to tell a bigger one than that he will say the same about me. I will pay my attention to the east end men in my next.

Yours, in P. F.,

L. M. D.

Logan Division 110.

MONTEVIDEO, Minn., Feb. 18, 1890.

Editor Railway Conductor:

Not wishing to delay the publication of the magazine, I will hurry my correspondence. The fact is, I have had the grip. Did you ever have the grip? Do you know what it is to have a hot water bottle stuck under your feet, and prescribed with it one quart of boneset tea?

Give me a good red-hot patent car heater, that smells enough of burning iron to make your head ache in a minute, and sets your car on fire as sure as it rolls over the embankment. That's what I call comfort. Boneset tea is a peculiar medicine. It always leaves a bad taste in the mouth, which may be remedied by taking five grains of quinine powder immediately after. The grip was appropriately named. It has held its grip on me for four weeks, and the landlord has taken my grip for board.

Our worthy Brother and Secretary, C. H. Baker, has gone to Colorado, seeking health, and it is rumored will accept a higher position offered him. We wish him success, although in him we will lose one who has the good of the Order at heart, and one who is loved and respected by every one who knows him. But what we lose will be the gain of some other division. Bro. Baker was a charter member of Division 72, and was the first and only secretary the division ever knew. Always prompt in his duties, always the first to respond in charity, and a true Christian,

enough cannot be said of the merits of him, and whether he leaves, or stays with us, we wish him success.

Our worthy Chief, A. L. Carey, is at Bismarck, and, we hope, fighting the lottery bill.

Brother Carey, as you will remember, was our representative at the convention at Denver. He was elected last fall, by a large majority, commissioner of insurance, and resigned his position as conductor. This is for the benefit of some who suppose Dakota conductors are composed of cow boys and high collar dudes. This is also for the benefit of some who think a conductor can never become anything better than a conductor, I say better, because he does become so, not morally or socially, but in the eyes of the people at large, and in the eyes of ourselves we feel that he is above us, because he is the choice of the people, but when a conductor, he was the choice of only one or two men. Thus we feel that Brother Carey is our leader. We look to him for advice and wisdom. This is also for the benefit of those who have a peculiar way of getting along in the world, especially those who are seldom pleasant if a passenger wants information, answering him in a short, surly way peculiar to such men. Brother Carey was a man who never spoke a cross word to his passengers, no matter what the provocation might be. He always had a pleasant word and smile for them all, more especially the ladies. Thus his success. I have no doubt but when he got into the baggage car that he gave vent to his feelings on the poor baggage-man and brakeman, sat on the box covering the body of some poor unfortunate, who died with the grip, spit tobacco juice into the key-hole of some lady's trunk, played sinchor poker with the governor, or some senator, and stacked the cards and bluffed. But the outside world knew nothing of this. Perhaps if they had he would have been elected to a higher office.

I will close by saying that Division 72 has a kindly feeling toward all; that the majority, and I am sorry I cannot say all, are with us in the insurance.

Brothers, can you afford to be without this, especially those of you who have a wife, children, or an aged father and mother? Can you afford to leave them in straightened circumstances? Have you not seen little boys and girls ragged, with the stamp of starvation in their faces, and when asked, "Where is your father, where is your home?" would answer: "We have neither. Our father is dead. Mother's health was poor, and her labor to keep starvation from the door broke her down, and she soon followed him." Do you remember how those fathers and mothers have

sat by your bedside when you were ill, and watched, with anxious eyes, the least move or breath from you, praying God to spare your life? Do you realize the self-sacrifices they have endured that you might be happy? Have you ever thought of these things? Do you know of any better way of repaying them than to have a policy of the O. R. C., made out in their favor? God knows you owe them enough, and if you have no other way of repaying them, do this. Can you die happy, thinking that your wife's life will be one long struggle for existence? Perhaps your children will not receive a common school education! Can you give up this life with this on your mind? Perhaps some of you will say: "Oh, well, if I die the Order will not let them want for anything. The boys will chip in 50 cents, or \$1 each." Don't you bet on that, although there are many who are always ready to subscribe to those calls, but they are becoming more careful, and will not give unless they are worthy, and have a good excuse for not having a policy.

Please return all not worthy of publication, and those not returnable by express, charges pre paid.

C. M. GILBERT,
Division 72, Fargc, Dak.

MEGANTIC. Feb. 11, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Thinking that perhaps the following might be of interest to some of the Brothers, I send it for what it is worth, and if you do not agree with me, just consign the whole of it to the waste basket.

On Sunday last, the 9th inst, a special meeting of West Farnham Division No. 80, was called to receive our worthy Assistant Grand Chief, Brother Wilkins. It is needless to say that he was promptly on time, arriving from Montreal Saturday evening, in charge of Chief Conductor S. H. Vernal, and Junior Conductor J. E. Cunningham. We assembled at our hall about 10:30 o'clock Sunday morning, a goodly number being present. I am very sorry to state that several of the members were absent who might have been present. It seems a great pity that members, when they have the opportunity, cannot be more interested in the Order, especially on an occasion of this kind. Of course, a prompt and regular attendance is necessary at every meeting, when possible, and by slight inconvenience and exertion, members might be more punctual.

After the usual introductions, by Brother Vernal, we all indulged in a social smoke and chat until 11 o'clock, when the meeting was called to order. Brother Wilkins in the chair. Having no particular business to transact, and only one candi-

date for initiation, we proceeded with that, Brother T. O. Dales being the victim.

At 1 p. m. a recess for one hour was taken. We repaired to the dining hall, where a bountiful repast was served by the proprietor of the American house. After doing ample justice to the good things, as only truly honest men can, we again took up our position in open division for an hour or so. I will omit what transpired during that hour.

About 3 p. m. we were again called to order and the usual business gone through. We were all very much pleased at this, our first, visit from one of the grand officers, and hope we may soon have the pleasure of seeing Brother Wilkins with us again. It seems to give us new life to have a grand officer come among us and give us a few new ideas, which we are all in need of. Brother Wilkins addressed the division in a very able manner, urging every member of the Order to become more interested in the division meetings, to meet as often as possible, and talk over matters in the division room, not outside. He said the members who stay away, and kick, are the very first ones to call upon you when in trouble. Right here in the division room is the place to do the kicking. When you have anything to say, come and say it, and depend upon it, you will become more and more interested and will wish to attend. He said:

"Brothers, I am not speaking of any local division in particular, but of all. It is universal all over the country, and now is the time to be as regular as you possibly can in your attendance, so as to discuss matters thoroughly, in order that your delegate to the Grand Division may become familiar with your views and ideas upon different matters concerning the welfare of our worthy Order."

We were all much surprised, and well pleased, to meet Brother Hardy, who came all the way from Lowell, Mass., to be present at the meeting. He was the founder of this division, consequently the first chief. He still clings to his old love, being a member of No. 80 yet.

Brother Vernal and myself had the pleasure of seeing Brother Wilkins safely on board the 9:45 o'clock train, bound for Newport, in charge of Brother Westover. He was accompanied by Brothers Hardy, Mills and Griggs.

Yours in P. F.,

F. G. MARTYN.

We have received a clipping regarding the Annual Ball and Banquet of Division No. 11, Newton, Kansas. While we have not space for it entire, we willingly give the following:—Ed.

Promptly at nine o'clock the forces assembled

for the grand march, headed by Superintendent H. R. Nickerson and wife. At this juncture Agent G. J. Hartman, mounted the stand and in behalf of the wives of the conductors, presented the members of the Division of Order of Railway Conductors with an elegant altar cloth. In presenting it, Mr. Hartman said:

Ladies and Gentlemen, and members of the Order of Railway Conductors.

The custom which requires a man who knows nothing whatever of agriculture to address the farmers' meetings, which asks him who is totally ignorant of things political to talk politics, and which unavoidably puts a man in a place for which he is least fitted, prevails. By the operations of this strange custom I, so little blessed with the set phrase of speech, have been called upon by the wives of the conductors to interrupt your program and fill in the pause with my harsh and ill-tuned voice. Against this arrangement I protested with that modesty which is the chief beauty of my character, and asked the bevy of beautiful ladies to have this service performed by some one with a tripping tongue; but they insisted, and I have been too long tied up in the holy bonds of matrimony to offer very strong objections to a female's wish. So I polished up the brass of my countenance and have come on the part of these women, who love their lords, to present to the conductors of Division No. 11, in the presence of this assembly of strength and beauty, a testimonial of their affection and esteem. I am directed to present to you in their behalf, this altar cloth of kingly purple and golden broidery. Into it they have drawn with yellow threads and skillful fingers the symbols of your Order, the letters of your faith. The shape of this fine fabric is triangular, which strikes me as being appropriate because this shape is used by the signal service to indicate "fair weather," absence of all "storms," clear skies, no cyclones, "thunder or lightning." Surely nothing can be more appreciated by you, than a certificate of this kind, that there are no breakers ahead, and that the hurricane deck is clear. On one corner there has been placed the number of your division and here are letters I might interpret to mean the Order of Royal Companions. This cloth will adorn the altar of your division room, where all things are done, as these letters would imply, with Friendship, Justice, Charity, in Perfect Faith. I present it to you with the wishes of the ladies and of myself, that your term of usefulness here may be lengthened out many years, and that you may draw full buckets from the wellsprings of prosperity and joy; and when you have given up the punch and quit these busy scenes, may you walk on eighteen-carat pavements, where the lights

shine from lamp-posts of pure sapphire, and it will not be necessary to issue duplex or report a "short fare."

Conductors, the board is not out; the track is clear; you have the right of way, and will now proceed with the enjoyments of the evening.

Mr. E. A. Beatty accepted this handsome gift for the conductors in the following appropriate terms:

LADIES:—As it is our happy lot to be the recipient of this beautiful present, we receive it with due appreciation and with the same kindly feeling with which it is presented, and we tender to the wives of the brethren of Newton Division No. 11, of the Order of Railway Conductors, our heartfelt gratitude for this handsome and appreciated gift, with the hope that the life and happiness of you all may be preserved; and that the kindly interest entertained and manifested by you toward our Order, may receive its merited reward; and in behalf of the conductors of this division I thank you.

Sedalia Division No. 60, Order of Railway Conductors, gave their first Annual Ball at Sicher's Park Hotel last night, and the *Sentinel* desires to congratulate the knights of the punch upon the magnificent success that attended their efforts.

There was an attendance of over 400 ladies and gentlemen, quite a number of them being from other points, and certainly no more enjoyable evening was ever passed at a like entertainment.

For the past three or four days the different committees had been busily engaged in arranging all the details, and in consequence nothing was left undone. The spacious hall never looked more beautiful, and furnished convincing proof, that the committee on decorations had performed their task most admirably. There were flags, evergreens, pictures, etc., in profusion, all displayed to the best possible advantage, presenting a scene that would of necessity have to be seen to be appreciated as it should be. There were also appropriate mottos cleverly arranged, which called forth unstinted admiration.

Prof. Lew Bernstein officiated as master of ceremonies, while the music was furnished by Prof. Gregg's orchestra, and never did musicians show up to better advantage, such being the universal verdict of those in attendance.

It was 9 o'clock when dancing began, the grand march being led by E. E. Clark, of Ogden, Utah, Grand Senior Conductor, and Mrs. F. L. Mead, wife of conductor Mead, of the M., K. & T.

It was nearly midnight when supper was served. The viands were prepared by Sicher, who as a caterer has gained a reputation most enviable, but never did he surpass his effort of last evening.

As previously stated, no more enjoyable hop was ever given in Sedalia, and to each and every gentlemen on the different committees due credit should be given. They started out to achieve success, and gathered it in, even beyond their most sanguine expectations, which is saying a little.

The Conductors' Ball and Banquet.

McCook, Neb., Feb. 24, 1890.

Editor Railway Conductor:

The first annual ball given by the Order of Railway Conductors, of Harvey Division 95, took place on the evening of Feb. 14.

This division consists of fifty members, including freight and passenger conductors, on lines controlled by Superintendent Campbell and Assistant Superintendent Highland.

No time previous in the history of our baby city have the conductors undertaken anything of this kind.

The B. & M. employes' and the engineers' and firemen's ball, other years, have been pleasant affairs, but the conductors' ball, on Friday night, was their first attempt.

The hall was very tastily decorated. The arrangement committee: Oyster, Kendlin, McKenna, Belknap and Bruno, worked early and late to bring about a grand success.

On the stage were two headlights, on each of which was painted, "Harvey Division 95, O. R. C.", and from the stage, extending to all parts of the hall, were twined together all the signal colors.

Red, White, Blue and Green lanterns were suspended from every window and niche in the room.

Opposite the stage, on the west wall, painted in red and black letters, on white canvas, was:

.....
WELCOME TO
.....
FIRST ANNUAL BALL, O. R. C.,
.....
HARVEY DIVISION 95.
.....

On the north was time card rule: "In case of doubt, take safe side."

Opposite this was the motto of the Order: Justice, Charity, Fidelity, Truth and Perpetual Friendship."

Fifty flags also swayed over all.

Nearly three hundred people joined in the grand march, to the music of Reizenstein's orchestra.

Besides this immense body of dancers, the stage was crowded with spectators, among whom were Superintendent Highland and wife, of Cheyenne division, and Trainmaster Harman, of McCook.

Beautiful looked Menard's Hall, as these "Fair women and brave men" marched in and out of the opening promenade.

Twenty-four dances completed the program, and, at the end of the first half, all partook of a bounteous feast at the B. & M. eating house, where they were cheerfully waited upon by the corps of

girls, and hospitably entertained by the popular landlord, Ed. Jordan.

All passed off pleasantly. The music could not be excelled, and the floor managers, headed by the masters of ceremonies, F. Kendlin and C. F. Sturby, were careful to note that all had their program's filled, and joined in the merry dance.

The souvenir programs and badges were very pretty, and well pleased were all, especially so the ladies, with these little tokens of the conductors' ball.

Among the visitors were seven couples from Hastings and nine couples from Holdrege, Neb.

The city club rooms were thrown open during the day, by way of entertainment for the guests, and many were the comments passed next day on the cordiality of the railroad boys, and the friendly demeanor of McCook in general.

Speeches of welcome, in behalf of the conductors, were delivered by J. C. Allen, popular business man, and Ed. Jordan, of the B. & M. hotel.

The reception committee consisted of: Ed. Kane, A. H. Chapin, W. G. Reddin, J. Bowers, J. C. Birdsell, C. D. Belknap, A. Bormo and T. Mundy, and graciously did they receive their guests.

In every way was it a grand success, and the members of the Order feel that their first attempt was satisfactory, and they will not hereafter allow a year to pass without a similar proceeding.

All returned to their homes with pleasant recollections of the affair, and feeling as though they had been entertained most royally. And well satisfied do the railroad boys feel with their ball and banquet, which must surely be considered one of the grand social events transpiring in Menard's Hall, McCook, Red Willow county, Neb.

SISTER OF ONE OF THE CONDUCTORS.

TERRE HAUTE, Ind., Feb. 15, 1890.

Editor Railway Conductor.

Kindly indulge me space in THE CONDUCTOR to say something about the union meeting recently held here, and the good we hope will result from the same. The Grand Chief and the visiting Brothers were informed that 92 was in a healthy condition, having a membership of 81. The grand old war horse, Brother George House, who has been in the employ of the Vandalia line since the Wabash river was a spring branch, has had to give up his train, and will, we fear, never be able to do service again. About three months ago he was stricken with paralysis, totally disabling one side. He being well up in the fifties, age is decidedly against his recovery. The Almighty may have made prettier men than George House, but

he never made one possessed of a better sense of honor. Let his taking away come when it will, Brother House has done his full duty to his family, and his Order. He has \$2,500 in our Benefit Department, and will, as all of his friends hope, soon have the claim fully established, as when that is done, the remainder is soon accomplished, for no member of the O. R. C. will ever begrudge the payment of his dollar, knowing that it will carry with it a haven of sunshine to not only his family, but will keep the wolf away from the door as long as he may be spared to his family on this earth.

Brother Grand Chief, you are a daisy to make truthful forecasts, when you alluded to the "Tender Foots," who imagine they are threatened with a case of "varnish car fever," as the same individuals that find their way from the division room to the back steps of their superintendent, or general manager, to give them "pointers" as to what "the boys" are doing, and will expect soon an increase in pay, etc., etc., etc. They are here; and probably with all their prestine glory, have come to stay. But we must remember that they are a standing menace to every good of the Order. Probably all of the Brothers who are posted in mythology, remember of reading of the *great marine monster* that inhabits the deep with many amphibious creatures, including the devil fish and horned horse. The marine wonder, or monster, the moment it was attacked, would emit a blackish substance that would discolor the water immediately surrounding, from which it would escape. This blackened water would confound the course of its pursuers. It is just the same with some men. They will create confusion, strife, contention and discord, and then retire from an assured conquest through the trouble and ill report they have created. Everybody who knows anything of the frailties of man, knows that there is nothing easier than to create suspicion, and how hard, or difficult, it is to correct an error. Then why not say that a fool's mouth is far worse than a Keely motor? for a man of wisdom will hold his tongue. This is not intended as personal to any one individual, but probably there are members in Division 92 *whose feet these shoes may fit.* Let us see more brotherly love, and more charity, which will serve as a greater understanding and recognition as a member's word and oath. We are all well aware of the fact that FALLIBILITY is human nature. Perfection is attained when we develop wings. The earth is not heaven, and most unquestionably there will always be kickers from kickersville.

Yours, fraternally,

C. H. ARTHUR.

Division 92.

The Railway "Scape Goat."

"And Aaron shall * * * * confess over him (the goat) all the iniquities of the children of Israel * * * * putting them on the head of the goat and shall send him away by the hands of a fit man. * * * * And he shall let go the goat in the wilderness."—Leviticus xvi; part of 21st and 22d verses.

Scape goat:—"A goat upon whose head were symbolically placed the sins of the people, after which he was suffered to escape into the wilderness."—*Webster*.

It goes without saying, when Noah Webster defines a thing, he correctly conveys the true meaning of the thing defined.

It also goes without saying, we are a Christian people. From that it is but a step to say we are biblical.

Look at our Constitution. Inspect the Declaration of Independence. Examine our church spires pointing upwards. Think of the Y. M. C. A. societies, instilling the fact constantly. And not so very long ago railway coaches were "racked" with bibles.

Let it be once understood a railway was infidel in its government and practices, and the christian public would avoid it at once—upon the Sabbath.

It's noisy Sabbath whistles are ignored. It's *seven* days labor, each week, for every employe is complacently viewed by devout congregations who, with bibles in their hands, going to church meet employes with dinner pails in hand, going to work—*upon Sunday*.

But the line is drawn at an atheistic corporation or one controlled by unbelieving officials. Busy officers, well knowing this phase of the American public, and not feeling inclined to worship personally, or spare the time to individually prove their claim as christians, conceding in the meantime, the necessity for showing themselves in accord with bible customs and the spirit of the age, past and present, long since effected a compromise founded upon the authority quoted at the head of this article, by biblically (of course) selecting a "Scape goat," which is not only Levitically and biblically authorized, but often very convenient. Therefore, if not by words, by that which is more potent, example, they may claim absolution from many sins, since the railway scape goat has borne them away "by the hand of a *fit man* into the wilderness," which according to the bible symbolically purifies them in the eyes of the public. How it looks in the eyes of the goat, left in the wilderness to browse, does not appear.

A ship without a flag has no nationality. A citizen without a vote, no political weight. A man without a country, no legal protection. A railway

employe with an undefined standing, is a cosmopolitan in the railway world, like a flagless ship on the ocean of transportation, and who so fit for a "Scape goat," as he who has such a standing, viz the conductor. The "*fit man*" may banish him into the wilderness with impunity.

The meanest cur with a licensed collar about his neck, is more secure than the noblest mastiff without a master. The *collar* not the breed *affords protection*.

We read of collisions, the "Scape goat" goes to the wilderness; all's well of slow time, of too fast time—a wreck. Misread, never *missent* orders. The public demands a victim; the "Scape goat" goes to the wilderness; 'tis well.

It is so easy to order, so perfectly simple to do the most difficult things *from the office*, when in fact the execution, *on the road*, is impossible, that "scape goats" are a railway necessity, besides so convenient. Says the High Priest to the Levite, "Why is traffic obstructed?" The Levite replies: "Scape goat!" "Lead him away! Why property damaged? Why work neglected? Why loss of custom? loss of revenue?" Instead of admitting to the High Priest lack of facilities, too much competition, etc., etc., the Levite turns responsibility from himself to the "scape goat," until the hand of the "fit man" becomes weary leading him away into the wilderness. Occasionally whole flocks of scape goats are "wildernessed" at once to prove the sin is all gone and the High Priest purified.

There is a difference between Bible method and the railway mode of doing this purifying. The priest was the one to confess the sins of the people upon the goat's head, authorized in the Bible, while every small Levite, whose only duty on the railway is to assist, takes it upon himself to bunch his mistakes, whenever possible, and "lay in wait" for the goat whose horns, alas! too often are so many, they make him an easy victim in the thickest of official ambush. But when the hand of the "fit man" takes said "scape goat" away, he (the Levite) feeling remorse, says: "The goat's name is Ishmael, and every man's hand was foretold should be against him, and I, being a man, am prophetically included; hence, no injustice can be laid at my door."

Doubtless there are many "scape goats" in the wilderness of idleness to-day who, but for their numerous "horns" would never been led away. Yet men *have* been led away *innocent*, whose despair has made them dissipated. While no right-minded man would uphold wrong-doing on the part of any employe, would there not be better officers, in fact, if so many "scape goats" were not at hand to bear their sins?

S. E. F.



BATTLE CREEK, Mich., March 3, 1890.

Editor Railway Conductor:

MY DEAR SIR: I have just been reading the article on insurance written by Brother U. L. Upson, of Buffalo division, in No. 5, of March 1, and it meets with my hearty approval. I wish every member of the order could read it. It seems strange to me that any one should be unable to meet the assessments, as the insurance is now. I am at present braking, at the small salary of \$40 per month, and I find no trouble in keeping up the assessments, and also keeping up the premium of \$107.40 a year on a \$5,000 policy in the New York Life

If there are any members who are unable to carry the insurance as it is now, I would approve of Mack's plan, in No. 4, of Feb. 15, giving such members a chance to carry \$1,250, at 50 cents each assessment.

Does Brother Madeira, who writes an article in No. 5, realize, when comparing the Hartford insurance with the O. R. C., that the Hartford is merely an accident insurance, and that a man must be crippled, or killed, by some accident before he can get any benefit from the company, while in the O. R. C., if he dies from any disease, or any accident, his family is protected, and if he loses a foot, hand, arm, leg, eyesight, or the use of same, he gets the full amount of insurance, to set himself up in business?

I tell you the Hartford is not worthy of the first degree of comparison with the O. R. C. insurance, and the insurance advertised in the back of our journal is accident insurance, and I fear too many of the Brothers are deceiving themselves by putting too much dependence in accident insurance. There is not one of you who expects to be killed in an accident, while you all know you must die, either by accident or disease. Why, then, do you not prepare for what you know must come, by providing yourself with an insurance that covers death in any form, and also keeps you if you are disabled?

I am no lover of assessment insurance, started, as many of them are, by a few men as an investment, giving them a soft snap in office, and

feathering their nests until the members begin to die, and then, after all the members of the company are rich, quit business, leaving the poor policy-holders with no protection. But an assessment insurance like the O. R. C., whose stockholders are its members, bound together by the principles of Brotherly Love and Perpetual Friendship, is entirely different. I have had three years' experience in the insurance business, and must say that I know of no insurance so valuable to a railroad man, and at so little expense, as the O. R. C. insurance. It makes no limit of travel, residence, or occupation, so there is no danger of a man finding himself without insurance, as long as he keeps up his assessments, while in most other insurance a man is liable to find himself, or his family find themselves, without protection when it is most needed simply because he has broken some law in the policy, which he was not acquainted with.

And now, Brothers, let me say, if you have no insurance, or nothing but accident insurance, I beg of you, make out an application for the O. R. C. insurance at once. Do not wait till you lose a limb, or your life, and then have your division be compelled to issue a circular calling for aid for you or your poor family. Remember, if your division should have to come to your assistance, the amount obtained in that way would come far short of the noble \$2,500 you would receive if you have a certificate.

I wish to urge all members of the Insurance Department to pay their assessments as soon as they come, and not keep the poor widows and orphans waiting sixty days, and then perhaps forget about having the notice in the house, and forfeit their membership, and take the great chance of leaving their own family to the cold charity of the world.

In conclusion I wish to answer Mack's question by saying that if I should die my wife would expect to pay all assessments for deaths that occurred prior to mine.

Wishing the O. R. C., and especially the Insurance Department, greater prosperity in the future than has been known in the past, I will "let you go," remaining very truly

Yours, in P. F.,

N. E. RETALLICK,
Battle Creek Div. No. 6



CHICAGO, March 3, 1890.

Dear Editor:

Since writing my last letter I have completed a trip through the entire east, and I believe a great amount of good has been accomplished by these meetings, as it gives the Grand Officers an opportunity to come in direct contact with the membership itself, and the exchange of ideas is of great moment to both. That we are all working to the end, that the conductors of the country may be benefitted, I believe is true, and the only trouble comes from the fact, that we do not all agree as to the best policy to be pursued to obtain the desired end. These meetings give the best opportunity for an exchange of the ideas held by those present, and I believe are conducive to good results.

Leaving Ottawa, February 7, in charge of Bro. Hopkins, of Division 29, we arrived at Montreal, at 9 p. m., and were nicely quartered at the Albion, which is kept by another good Brother, in the person of Brother Danforth, of Division 24. Bros. Hall and Coon, of Division 17, kept my time pretty well occupied until midnight, talking over matters of interest to the Order. On the following morning, Brother Munday, C. C., of Division 75, and also, Grand Inside Sentinel, in company with Brother Pigeon, Secretary of 75, and Brother Germain and myself, were driven around the city. We visited the church of Notre Dame and the Jesuit church, also the cyclorama of the crucifixion, the Windsor hotel, and the Grand Trunk and Canadian and Pacific depots. The church of Notre Dame, is the largest church I ever saw, and is said to seat 15,000 people, and is beautifully finished. We also went up in the tower and out on top, from which a splendid view can be taken, but on this occasion it was snowing and very little could be seen.

The years spent by the public and the Grand Trunk company in the old sheds used for depot purposes, put them in a position to appreciate a good station, and they do most certainly appreciate the present one; it is a handsome structure, very substantial, and adds very materially to the terminal facilities of the G. T. Ry.

The Windsor station of the C. P. R., which is

a massive stone structure, and outwardly presents the appearance of any thing but a station, together with the grounds which surround it, cost three millions of dollars. It is built with a view to furnishing the public with all the privileges, conveniences and comforts, that are so well appreciated, and which are so essential to a pleasant and satisfactory journey. During the afternoon a very pleasant and instructive meeting was held, at which a very good attendance was had, the work being exemplified for the benefit of those present.

At 8:5 p. m., in charge of Brother Vernal, C. C., of Division 80, we left for Farnham, P. Q. This Division having moved back again to Farnham from Newport, where it has been for nearly two years past, and where their meetings were held under rather peculiar circumstances, they being compelled to meet between midnight and three o'clock in the morning, the Brothers being compelled to dead head both to and from, arriving at 12 midnight and leaving at 3:40 a. m. for home. I will add, that during all this time, they have failed to hold only one meeting, which would put to shame many older and larger divisions. During Sunday, we held a forenoon session and took recess for dinner, which was gotten up expressly for this occasion, and at which all the Brothers did their full duty. The thanks of all are due to Mrs. Foster, for the excellent manner in which she succeeded in pleasing everybody.

After dinner an afternoon session was held, the work being exemplified with candidate. All were well pleased with visit, and I believe good results will follow.

At 9:45 p. m., in charge of Brother Westover, I left, enroute for Bellows Falls, but had to tie up for the night at Newport, where at 8 a. m., Monday, I again took train and arrived at Bellows Falls at 2:15 p. m., where I was met by Brother Kinney, Secretary of this division, and taken to the hotel. During the evening we held a meeting when the work was exemplified, and matters of interest to the Order discussed. We closed at 1 a. m., well pleased with our visit to 233.

At 9:20 a. m., the 11th, left via. Cheshire R

R. for the home of Division 146, Fitchburg, Mass., where I arrived at noon. During the evening a meeting was held at which the work was explained, and while not as well attended as I would liked to have seen, much interest was manifested.

At 4:20 a. m. of the 12th, left via the Fitchburg for Breton, arriving at 7 a. m. A meeting was held with Division 122, whose members are, most of them, so situated, that very few could get away to attend. Division 157 was well represented, both divisions turning out about fifty Brothers, and a very interesting meeting was held. The following three days were spent with friends, and at 4:40 p. m., I left for Providence, where on Sunday I was to have a meeting with Division 151, as I had changed their date from the 17th to the 16th, owing to a new division at Portland, Me., not being ready to organize, for which I had left the 16th open. During the day we held a nicely attended meeting, about 40 Brothers being present, and this is the first division in all my visiting which does the work without the aid of the rituals. The third degree was conferred, and the balance of the ceremony gone through with, and no officers in the division used a ritual. I desire to congratulate them publicly, and only wish all divisions would follow in their steps. After the meeting, a line was formed and we marched to the hotel, where dinner was served, specially for this occasion. The evening was spent with Brother Whaley, C. C., of 151, and his estimable lady, in company, with Brothers Abbott, Brown and Taft, and wives, and a very pleasant time was had, and fully enjoyed by all. I feel well pleased, that I was enabled to change the date with this division, as I am satisfied, that a much better meeting was had, than could have been on a week day.

At 9 a. m., the 18th, I left for Worcester, Mass., where, at 11 a. m., I arrived, and was met by Brother Hassan, who took me to the hotel. At 1 p. m., a meeting was held with 237, at which only a few were able to be present.

At 8:20 a. m., the 19th, I left for Springfield, arriving at 10 a. m. No meeting was held here, as it was out of the question to get Brothers enough together for a quorum, on any day but Sunday. Brother Beals, Secretary of 198, had written me, that they could hold no meeting, but I failed to receive his letter.

At 7:50 a. m., the 20th, I left for New Haven, arriving at 9:30 a. m., where I was met by Brother Ostrander, and taken to the hotel, where Brother Pondée, C. C., of 201, soon put in an appearance. After a pleasant chat, Brother Pondée took me in hand, and drove me all around the city, until dinner time. This is the home of the famous Yale College, and they are a fine array of buildings. New Haven may well be proud of them. They are much more extensive than I had supposed, and some of the buildings are of peculiar architectural beauty. Most notably so, is Osborn Hall,

which takes its name from the donor. A drive through the manufacturing portion of the city, developed the fact, that in carriage manufacturing, New Haven must be well to the front, if not the foremost in this particular line of business. During the afternoon a meeting was held, and pleasantly enjoyed by all present.

At 9:30 a. m., of the 21st, I left for Jersey City. A social meeting only, was held with 169, as I was just about sick at this time. On the 22d a meeting was held with Division 168 at Hoboken, at which about thirty Brothers were present, and a very pleasant meeting was had. Brother Weisz put in an appearance during the afternoon, he being on hand to attend the Union meeting at New York city, on Sunday 23d. I also tried to be present at the Union meeting, but Division 52 did not care to cancel their date, so I felt it my duty to meet with them on the 23d, and a very pleasant and profitable meeting was held, although not very well attended—only about 15 Brothers being present.

At 9:30 a. m., of the 24th, I left for Middletown, the home of Division 104. Just a bare quorum was present, but the work was exemplified for the benefit of those present.

At 8:10 a. m., the 25th, I left for Albany, arriving at 1:40 p. m. During the afternoon a meeting was held with Division 56; only a small number were present, but a very interesting three hours were spent, and I believe, was fully enjoyed by all.

On Wednesday, the 26th, the day was spent in visiting the capitol at Albany, in company with Brother Weisz. During the evening a fairly well attended meeting was held with Division 171, at Troy, N. Y., after which all went to supper at Brother Roche's, and a general good time was had by all.

The 27th was spent at Albany. I had left this date open for the purpose of meeting a committee, to take up some matters, but they were not ready, and I had nothing to do.

On the 28th, I left for Utica, arriving at 12:05 p. m. An afternoon and an evening session was held, and were fairly well attended. After the evening session, a banquet was spread at the Butterfield House, about 30 present. Mr. Saulsbury, Superintendent of the D. L. & W., among the number. A very enjoyable time was spent by all.

I believe, that if the Order was held in as high esteem by all Superintendents, as by Mr. Saulsbury, that a very different state of feeling would exist to-day from what does exist. This meeting closes a six week's trip, and one which will always be recalled with grateful remembrance, as one of the pleasant experiences of a life time.

I will take this occasion, to publicly thank, in my feeble way, all the Brothers with whom I have come in contact, for their uniform kindness to me, and the courteous treatment, that I have been the recipient of at their hands. I trust that the time will come, when in a measure, I may have an opportunity to repay to some extent, the Brothers who have done so much for me, but I shall always feel, that I am indebted to some that I will not be able to repay in their own coin. Fearing that this has stretched out too long already, I will close with kind regards to all.

Yours Truly in P. F.,
C. H. WILKINS.



Carrier of Passengers—Limiting Liability—Free Passes—Acceptance by Conductor.

Action for damages. When plaintiff received his alleged injuries he was traveling upon a free pass, given him at his own solicitations, upon which was expressed his agreement, that, in consideration thereof, he assumed all risk of accident which might happen to him, while traveling on, or getting off the trains of the defendant railroad corporation, on which the ticket might be honored for passage. The ticket bore on its face the words, "provided he signs the agreement on the back hereof." The agreement was not signed by plaintiff, the conductor twice honoring it by punching out a passage without requiring him to sign it. On appeal

Held, That an agreement by one accepting as a gratuity, a free pass upon a railroad train, to assume all risk of accident which may happen to him while traveling upon such train, by which he may be injured in his person, is a valid agreement.

Held, That one availing himself of such ticket is estopped to deny, that he made the agreement expressed therein, because he did not and was not requested to sign it by the conductor.

Quimby vs. Boston & M. R. Co., Mass. S. C., Jan. 21st, 1890.

Sleeping Car Companies—Liability for Stolen Goods.

Action to recover the value of an overcoat which was alleged to have been lost or stolen, while plaintiff was a passenger of the Wabash railway, traveling in a Pullman car. The trial court gave plaintiff judgment, and the defendant appealed.

Held, That a sleeping car company, so far as it renders service similar in kind to an innkeeper, is subject to the same liabilities; and where an article of wearing apparel, belonging to a passenger in one of such cars, has been placed in the care of the porter, and is stolen from the car, the company will be liable therefor. Judgment affirmed.

Pullman Palace Car Company vs. Lowe, Nebraska S. C., Dec. 27th, 1890.

NOTE:—It has been frequently held, that a sleeping car company is bound to use reasonable care to guard its passengers from theft, and is liable for baggage stolen from

passengers through want of such care. *Lewis vs. Sleeping Car Co.*, Mass. S. C., 9 N. E. Rep. 615; *Palace Car Co., vs. Pollock*, Tex. S. C., 5 S. W. Rep. 814; and a railroad company is liable for loss of baggage of a passenger in a sleeping car on one of its trains, though the sleeping car is owned and managed by another company. *R. R. Co., vs. Kanzenberger*, Tenn. S. C., 1 S. W. Rep. 44.

Risk of Employment—Brakeman—Stone Pile—Notice Of.

In an action for damages resulting to plaintiff by reason of striking against a stone pile along the side of the track, it is

Held, That a servant of a railway company not only assumes the risks ordinarily incident to his occupation, but also such extraordinary risks as he may knowingly and voluntarily encounter. And, where a person employed as a brakeman on a section of road, and is notified that there were stone piles beside the road, and so near to it, that a person on the side of a car passing them would be struck, will be deemed to have assumed the risk from that cause, although the precise location of the danger was not stated to him.

Smith vs. Winona & St. P. R. Co., Minn. S. C., Jan. 23d, 1890.

Carriers of Passengers—Negligence—Jury.

Where a passenger was riding on a car with his elbow resting on the window-sill, and slightly projecting out of the window, but his hand and wrist were inside, and a stick of cord-wood fell from the pile, corded or stacked near the track, through the open window at which he sat, striking in the palm of the hand, or near it, catching in the mouth of the coat sleeve, and jammed the arm backward and injured it,

Held, That the facts as to negligence upon the part of the train servants were not such, as the court could decide readily upon a nonsuit, but, that such facts were proper and should have been submitted to the jury.

Moakler vs. Willamette Val. R. Co., Oregon S. C., Jan. 18th, 1890.

NOTE:—It is an unsettled question, whether or not riding with the arm outside the car window was such contributory negligence as to prevent recovery. It has been decided pro and con, and as it is a question to be determined from the facts in each case, there is no general rule which declares, that it is or is not negligence. In case of *Weber vs. N. Y.*, etc. R. Co. it was held, that where a passenger was riding with his arm out of the window, and that the con-

ductor seeing his position, but gave him no warning because he did not think he was in danger, and was subsequently injured, that such negligence could not defeat a recovery. In the case of *Holbrook vs. R. R. Co.*, 16 Barb. 113; it was held to be a question of fact for the jury to determine whether the plaintiff's elbow was inside or outside the window; and if outside no recovery could be had, but if resting on the window sill and forced out by a sudden jerk, or lurch, a recovery could be had. In Massachusetts and Pennsylvania the courts hold, that it is negligence as a matter of law, to ride with an arm extended out the window. 85 Mass 18.

Carriers Duty—Jumping from Moving Train—Conductor's Silence—Contributory Negligence.

Action for damages resulting to plaintiff by reason of the alleged negligent conduct of the company's servants, in failing to stop the train at his destination. The evidence showed that plaintiff purchased a ticket to station "D," a flag-station, at which trains do not stop unless they have passengers to put off or take on. On this occasion, the conductor signaled the engineer to stop but on account of a snarl in the bell rope he failed to observe it. The train, however, was slackened in speed, and plaintiff fearing that he might be carried past, jumped from the train and was injured. Plaintiff had judgment and, defendant appealed.

Held, 1. That while it is the duty of a railroad company to stop its trains at the station to which it has contracted to carry a passenger, and to land him safely and conveniently, yet the fact, that the conductor neglects his duty and the train passes the station without stopping, does not justify a passenger in jumping from the moving train, unless expressly or impliedly invited to do so by the conductor.

2. That the plaintiff's act in jumping from the moving train was purely voluntary, uninfluenced by any invitation expressed or implied by the company's conductor, and excused by no impending danger or necessity, of any kind, except his simple unwillingness to be carried beyond his destination. It was imprudent and dangerous, and his action for the injury resulting, is barred by his own contributory fault.

Walker vs. Vicksburg S. & P. R. Co., La. S. C. Dec. 1889.

NOTE.—The weight of authority does not carry out the above ruling. The rule upheld by the highest court is, that where a passenger, by the wrongful act of the company, is compelled to choose between leaving the cars while they are moving slowly, or submitting to the inconvenience of being carried by the station, the company is liable for the consequences of the choice, provided it is not exercised negligently or unreasonably." See, *Wood Ry Law*, 1129. Hence, a company's liability for injury to a passenger in attempting to leave a moving train, will depend upon whether, under all the circumstances, it was prudent for him to make the attempt. Here the evidence showed, that the train was moving slowly; that plaintiff had a smooth place to alight; and but for a sudden jarring of the car he would have landed safely. Therefore it is not neg-

ligence per se on the part of a passenger to light from a moving train, nor is it want of ordinary care in the passenger to use the only means to get off, the course of the defendant permitted. And authorities are numerous, that where the act of the company puts the passenger to a sudden election between alternative danger or inconvenience, and thus creates a situation well calculated to divert his attention from that danger, and inspires a confidence in the safety of his attempt to alight, a right of action is created for damages. In this case the danger did not appear to have been either apparent or imminent. Sec. 58 Tex. 406; 53 Mo. 509; 32 Pa. St. 292; 135, Mass. 21; 19 Fed. Rep. 83, and 40 La. Ann. 420.

Injury to Person Assisting Passenger—Conductor's Knowledge—Evidence—Notice.

The plaintiff accompanied his daughter and her small children to, and into the car to assist them with baggage and to secure a seat. Before he had fully accomplished this the train started, and he hastened to leave the slowly moving train, and in doing so, stepped upon something, fell and was injured. Plaintiff alleged that the conductor gave no signal, sign or warning of the starting, and by reason of the very short stop, and the starting without notice, and the negligence of the conductor in failing to assist passengers with burdens, on the train, he was, without fault, injured. The company had judgment and plaintiff appealed.

Held, That one who gets upon a fast mail train during one of its fixed stops at a station, where such stops are too short for him to transact his business and get off, has no right to a notice from the conductor by signal or otherwise, to alight before the train resumes its journey; especially where the evidence shows that the conductor or other train servant, knew that he had come aboard, nor that there was any usage or custom to give notice or make signals for the benefit of such visitors. This applies to a father who, in conformity to a known custom of travel, attends his daughter, at her request, under circumstances rendering such attendance necessary, to aid her and her infant children to enter the train and secure seats. And if the train starts before he has finished his undertaking, he must either remain until he can make known his wishes to get off, or take the risk of alighting while the train is in motion. Affirmed.

Coleman vs. Georgia Ry Co., Ga. S. C., Dec. 27, 1889.

NOTICE.—Strangers coming on board to meet friends, or to attend friends, who tarry until after the train has started and elect to leave the train while in motion cannot recover for injuries resulting. It was held in *Stiles vs. R. R. Co.*, 65 Ga. 375, that a person coming on board for a certain purpose might have all the rights of a passenger, but the rule of law in such cases is, that such rights must be restricted to persons who are on board with the knowledge of the conductor or agents of the company whose diligence is charged with their safety. And even in that case the conductor is charged with only ordinary and not extraordinary diligence regarding their safety. *Griswold vs. R. Co.*, Wis. S. C.

SIOUX CITY.

THE PLACE SELECTED FOR OUR HEADQUARTERS BUILDING.

SIOUX CITY, Iowa, Feb. 19, 1890.

To Members of all Divisions of O. R. C.

At the regular meeting of Sioux City Division 232, held Feb. 15, 1890, a resolution was passed authorizing the undersigned committee to draft a circular respecting the erection of our headquarters building, and, if possible, induce members of the Order who have not as yet subscribed for any stock in the building corporation, to give this matter their careful consideration and as soon as possible lend their assistance in subscribing for as many shares of stock as their means will admit.

It would seem to us a plain proposition, that every member of the Order of Railway Conductors must realize when the Order will have erected a building of its own, wherein its general offices will be situated, and from which a revenue will be derived to help defray its expenses, then every Brother will admit, we believe, that this fact alone will give the organization a prestige in public opinion that no organization of like character at the present time can boast, or does enjoy. No one can in any way criticize Sioux City division for feeling a profound interest in the building proposition, not only because Sioux City has been selected as the place of location, thereby bringing most of the grand officers to this city, but the opportunity of becoming acquainted with members of the Order residing elsewhere will be greatly increased. We are informed by Brothers Wheaton and Daniels that the commencement of work on the building is prevented because the amount required by the Grand Division has not been fully subscribed. And it would seem to us that it is impossible to state any new facts, or give any information that is not already in possession of the Order, and which we cannot but believe should be a sufficient incentive for prompt action of those, who, up to the present time, have not added their names to the list of subscribers. It is our firm belief that no one can refute the argument as to the taking of stock being a good financial investment, because you not only have every assurance that your money will not be lost, but that you will get a fair rate of interest thereon.

Sioux City ranks first in growth, both as to business and increase in population, among the cities of Iowa during 1889; and as to business prospects, in the way of contracts already let for business and private buildings, and arrangements for public improvements for this year, the percentage is much greater than any previous year, thus denoting a prosperous and healthy condition of affairs generally. We state with some degree of pride that the lot selected by the board of directors, on which a valuation of \$40,000 was placed last August, can now be sold for \$70,000, and this fact alone should be indicative of the wisdom and good judgment exhibited by our grand officers.

Brothers, it must be plain to every thoughtful and fair-minded member of the Order, that Sioux City division can receive no more real benefit on account of the building being located here than any other division located elsewhere, other than

what we have already stated, and the statements we have made are prompted solely for the purpose of having you give this matter the attention to which it is justly entitled. It has been stated in the public press, and talked from the rostrum by members of the Order, and other parties, that the Order of Railway Conductors ranked first among the labor organizations of this country, and this is a statement of which every member of the Order has reason to be proud, but we firmly believe that when the structure now contemplated is erected, which, as we understand, is to be 100x150 feet, six stories high, being at the corner of a block, and well located, with an alley on the rear and side, so that we get the full use of the building, our Order will have set an example of which any labor organization can well afford to be proud, and which will be a source of great pride to every loyal member of the Order of Railway Conductors.

The following facts and figures we think will be of interest as partly showing the nature and business proportions of Sioux City, the place selected for our headquarters building:

Jobbing trade for 1889, \$11,600,000.

Manufacturing, \$800,000.

At the close of the year 1889, Sioux City had a third place among western packing centers, only being exceeded by Chicago and Kansas City. Business of packing houses, \$30,000,000 annually.

The only cable line in the state, three and one-half miles in length.

The horse car lines are now being converted to electric lines.

The elevated railway is now under contract and material being manufactured and part now in transit. Only two other cities have at this time elevated roads—New York and Kansas City.

Population, 45,000.

Banks, fourteen; capital, \$2,575,000.

Total amount of bank clearances for 1889, \$30,957,000.

Building in 1889, \$4,287,000.

Has more miles of street railway than any other city of its size in the United States.

Has twenty school buildings.

Has thirty-eight churches, which cost \$681,000.

Assessed valuation of property for 1889, \$16,500,000.

Property transfers during 1889, \$12,000,000.

Now, Brothers, don't you believe that we have made a sufficient showing, which should cause you to take an active interest in this matter, and give the assistance as desired by our grand officers, in order that the building may be commenced at once and fully completed by next fall, so that it will be ready for occupancy, so that we can receive an income therefrom?

Hoping that you will accept our statements in good faith, and that they may be a fruitful source for the benefit of the Order, we are.

Yours in P. F.,

E. FRASER, C. C.,

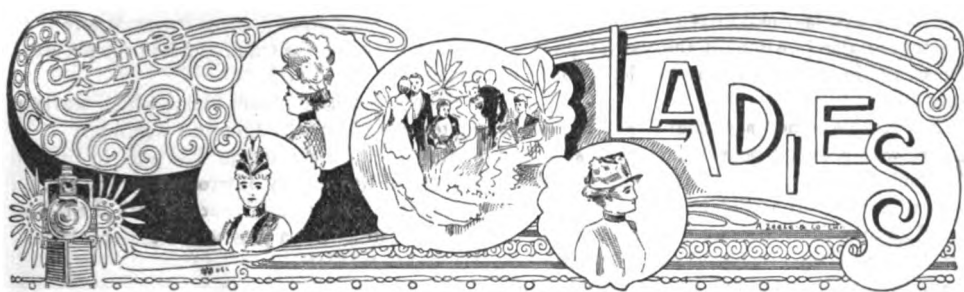
HIRAM HURTY,

W. R. O'NEAL,

J. W. WEBER,

FRANK S. BUTLER,

Committee.



The Baby's Writing.

The baby's writing—oh, who shall say
Those pencil marks in their tangled skein,
Which the baby made in his aimless play
Were not put there for some human gain ?

The baby's writing—a funny scrawl,
Tis just a purposeless maze of lines,
Yet out of the maze sweet voices call
And the steady light of a pure love shines.

The baby's writing—it calls to mind
The child that is, or the child that was,
Now gone the way of all human kind,
Or grown in accordance with nature's laws.

A smile half blooms on the mother's face,
And a lump creeps into the tender throat,
As she finds in those lines all void of grace
Some memory of what her baby wrote.

The baby's writing—how like is this
To the mark of the aged dying man !
Yet between them lie all griefs and bliss
That are crowded into a life's brief span.

Her Story a Sad One.

AN ILLINOIS GIRL'S TERRIBLE EXPERIENCE IN A
DAKOTA DUG-OUT.

As the Sioux City passenger train came to a standstill in front of the Webster street depot, yesterday morning, a bright, intelligent-looking young woman, with a pretty, girlish face, surrounded by a mass of dark clustering hair, descended from the platform of the rear coach. She was about the medium height, and rather slight, but the natural comeliness of her form was concealed in a sort of jacket made of untanned sheep-skins, which she wore over a dress of some dark material. Her head was covered by a jaunty little fox-skin cap, while her feet were encased in coarse leather moccasins.

Notwithstanding her uncouth exterior, there was an air of culture and refinement—a certain indescribable something about her walk and manner—which spoke of better days, and showed she

was not in harmony with her attire. A gentleman and his wife, who live on Thirteenth street, chanced to be in the room at the time, and to them the stranger told this pitiful story—a tale so full of rare dramatic incidents as to read almost like a romance.

Her name, she said, was Margaret Conner, and her home was at Rockford, Ill., where she had lived from childhood. Her father was dead, and she had for several years supported her mother, her brother and herself, by teaching in the public schools. About a year ago her mother died, and Miss Conner and her brother, Willie, who was now a lad of 16, finding themselves alone in the world, sold their little homestead, and with their worldly effects emigrated to Dakota, with a view to taking up a timber claim and going to farming. They settled on Turtle creek, in Spink county, about twenty miles south of Redfield.

Going into a new country, and being ignorant of its ways, they found it necessary to buy many things, the need of which they had not anticipated, and they saw with alarm their little stock of money dwindling rapidly away under these repeated drains. The neighbors were kind, in their rough way, and lent willing hands to give the young people a start. A warm sod house for themselves, and outhouses for the stock, were built, the requisite number of trees were planted, the stubborn prairie broken, and the spring sowing done.

The story, at this point, is so full of startling incidents that it is best in Miss Conner's own words :

"The crops," said she, "as every one knows, on account of the prolonged droughts, in the south and west, were a total failure, and all that we had to show for our hard summer's work was a few bushels of corn and wheat, hardly enough to furnish us food for the winter.

"Well, the fall dragged on into winter, and Christmas, the season of glad tidings and good cheer, found us reduced to our last bushel of grain. What we should do when that was gone, was a problem beyond our power to solve. Oh, the gloom and terror of those long winter nights, without fuel and without light ! For hours and

hours we would lay, huddled in each other's arms, listening to the howling of the wolves and the shrieks of the tempest as it howled about our cabin door.

"About this time," she continued, her voice choking with a sob, "poor Willie took sick and died, and then it seemed as if my cup of sorrow was full to the brim, and I thought for a time I should go mad from the very horror of my situation. There I was, alone with my dead brother, in the midst of a Dakota prairie, without the barest necessities of life, and not a friend or neighbor within ten miles. I clearly saw that I could no longer remain where I was, for to do so was to perish, and my only hope was to get to Redfield, and there, by interesting the railroad officials in my story, obtain transportation to my friends in Illinois. Slowly and sadly I dug a hole in the hard ground of our cabin floor and laid poor Willie away, and after kissing his sweet, pale face many times, I covered the body with the cold frosty earth and left him.

"Then, collecting a few things in a little hand bag, I bade a long farewell to the home which had been the scene of so much sorrow, and started on my journey for Redfield, in the face of a howling blizzard. The wind blew against me and buffeted me so I could hardly walk; the snow beat with blinding force into my eyes and ears, so that often I could not see the road at all.

"Nevertheless, I headed on, now plunging through snow drifts up to my waist, now falling, bruised and bleeding, on the slippery road, till about midnight, when I reached the house of a neighbor of ours, known as the 'Weatherbee Place.' I reached Redfield at last, more dead than alive, and told my story to the station agent, and begged him to give me a pass to Rockford. He gave me enough to carry me to Sioux City, which place I reached last Friday.

"I now became desperate! I was in a strange city at night, without money and without friends. While I was wondering what I had better do, I noticed a heavy loaded freight train just pulling out of the depot for Omaha, and, hungry and cold as I was, I sprang into an empty box car and huddled down into a corner. The dreary darkness, the monotonous hum of the car wheels, the bellowing of the stock, and the biting cold, all combined to make me supremely miserable. To increase my terror, the car next to mine was occupied by a number of tramps, who made night hideous by their oaths and foul talk, and I tremble to think what would have been my fate had they foud out my hiding place.

"When the cars stopped at the little station above here to wait for the passenger train, I could bear it no longer, and getting out of my place

of concealment I ran into the depot, where I met the conductor of the train, and he brought me to Omaha."

Such was Miss Conner's story, which was interrupted many times by sobs and weeping.

Mr. Harris, a gentleman who was in the waiting room, was deeply interested in the girl, and succeeded, through his influence with the railroad men, in getting her a pass to her eastern home.—*Omaha Republican*,

Three Classes of Married Women.

THEY ARE DISTINGUISHED BY THE WAY THEY SIGN THEIR NAMES.

They were discussing a certain clever and well known married woman, who is prominent alike for her business and social success.

"How does she write her name?" asked a bright faced listener from another state.

"Let me see," mused one of the group. "I believe that she always writes Mary W. Smith."

"Then she isn't 'advanced,' and she still loves her husband," said the first.

"What do you mean?" half a dozen women demanded at once.

"Just this," was the answer. "The married woman of to-day is of three classes—the woman who puts her husband and his interests first, the woman who considers her individuality and interests of equal importance with her husband's, and the woman who considers that her interests should dominate his. The first woman considers the name of her husband's family alone amply honorable and dignified, and writes her name as your friend does. The second adds her husband's name to her own family name, and writes 'Mary White Smith.' The third writes the family names with a hyphen between them, and wishes to be known as 'Mary White-Smith.' The first woman is 'conservative,' the second 'progressive,' the third 'advanced'."

The Old Church and Graveyard.

BY LA CROSSE.

They look like a forgotten link of the past. The old church, fashioned somewhat like a country school house, without any belfry, standing guard over the graves confided to its charge so many years ago; its worm-eaten sills and broken and decayed threshold testifying to its antiquity. And the old graves! Two are surrounded by a rude fence, whose pickets are thickly coated with moss. And a few inquiries made of the half-breed settlers could only elicit, in broken patois of Canadian-French and English, this scant

information: "Two priests were buried there ages ago."

The answer carried you far back to when the Jesuit Fathers came to the wilderness to teach the red man of the Savior, who died for all. A sad feeling of pity creeps into your heart for those who left La Belli, France, in the prime of manhood. And this is the end of it all in this world—the two graves, with the oak and the pines murmuring o'er them. There are more graves in the general inclosure, three or four marked with rude wooden crosses nearly covered with moss, and the date burned in; "17—" was all that could be deciphered, but enough to turn our thoughts far back on the record of time. You cannot help wondering which it was, mother, sister, wife or maid, who watched in vain for the return of their dear ones, two hundred years ago.

Further to the northwest, on the summit of a hill a glimpse of blue waters glittering in the sunshine, tells us Green Bay is not far away; but a closing of the eyes, and an active use of your ears might well delude you into the belief that you were in a rural village of France. A glance at the tiny cottages, with their rustic porches and vine-covered doorways, that line the street leading south from the church, only confirms the idea that you have by one turn of some fairy ring taken a voyage to France.

Leaving these behind you, you pass on to bring to your view a dilapidated old house, built something after the Queene Anne style, that has been deserted for years. Built by some one from over the sea, whom I imagined had grown discouraged, attempting to raise a living on his sterile acres, but whom the villagers declared disappeared mysteriously, and none of them can be induced to visit the crazy old building after dark.

The Song of the Steam Demon.

BY LA CROSSE.

With whistle and scream,
Over brook and stream,
Thro' the misty air,
Like a beast from his lair,
With plunge and cr-rash,
With hisses and smash,
Over the broken beam
Laughs the demon of steam,
Ha! Ha!

Thro' the broken rails
Come moanings and wails!
Oh, the screams and the cries
From 'neath broken ties!
And oh, the heart aches,
As swell the death rates!
And he laughs in his dream,
The grim demon of steam,
Ha! Ha!

O, worship the Lord in the beauty of holiness, fear before him all the earth.—Ps. 96: 9.

Remember the Sabbath day to keep it holy.—Ex. 20: 8.

Deliver me from my enemies, O, my God, defend me from them that rise up against me.—Ps. 59: 1.

Every way of a man is right in his own eyes, but the Lord pondereth the heart.—Prov. 21: 2.

Remember, therefore, from whence thou art fallen, and repent and do the first works or else I will come unto thee quickly, and will remove thy candle stick out of his place except thou repent.—Rev. 2: 5.

O, give thanks unto the Lord, for he is good, for his mercy endureth forever.—Ps. 107: 1.

For there is not a word in my tongue, but lo O Lord thou knowest it altogether.—Ps. 103: 3.

Righteousness exalteth a nation, but sin is a reproach to any people.—Prov. 13: 34.

And their sin and iniquities will I remember no more.—Heb. 10: 17.

I have no greater joy than to hear that my children walk in the truth.—John. 1: 4.

Lay hands suddenly on no man, neither be partakers of other men's sins; keep thyself pure.—Tim. 5: 22.

Who when he was reviled, reviled not again; when he suffered he threatened not, but committed himself to Him that judgeth righteously. Peter, 2: 23.

And whosoever was not found written in the book of life was cast into the lake of fire.—Rev. 20: 15.

Your riches are corrupt, and your garments moth eaten.—James, 5: 2.

Confess your faults one to another, and pray one for another, that you may be healed. The effectual, fervent prayers of a righteous man availeth much.—James, 5: 16.

Open thou mine eyes that I may behold wondrous things out of thy law.—Ps. 109: 18.

Now faith is the substance of things hoped for, the evidence of things not seen.—Heb. 11: 1.

Delight thy self also in the Lord and he shall give thee the desire of thy heart.—Ps. 37: 4.

Unto me men gave ear, and awaited and kept silence at my counsel.—Job, 29: 21.

Casting all your care upon Him, for he careth for you.—1st Peter, 5: 7.

The Lord is nigh unto them that are of a broken heart, and saveth such as be of a contrite spirit.—Ps. 34: 18.

O, taste and see that the Lord is good; blessed is the man that trusteth in him.—Ps. 34: 8.

Rest in the Lord and wait patiently for him: fret not thy self because of him who prospereth in his way, because of the man who bringeth wicked devices to pass.—Isa. 37: 7.

Set a watch, O, Lord, before my mouth; keep the door of my lips.—Ps. 104: 3.

A CONDUCTOR'S WIFE.

Mehitable Jones on Wimin's Rights.

Well, yes, I'm in for wimin's rights—
 I 'lowed that all the wimin wuz,
 For who kin know a woman's wants
 Better'n a woman does ?

- Most folks that talk on wimin's rights
 Get up and froth and howl and rant,
 And say that men won't let us vote
 Because they think we cap't.
- And say that wimin's classed the same
 As Injuns, idjits, babes and sich,
 And ain't got half the privileges of
 The drunkard in the ditch.

And they contend that wimin ort
 To be allowed to have some say
 About the laws and vote the same
 As men, on 'lection day.

Well, mebbly this is so, but la !
 This aint the pint that's troublin' me,
 Fer I don't kno so many men
 That's smarter'n wimin be.

And when the men want sympathy
 Er kind advice, you know,
 It ain't to idjits nor to babes
 They're gen'rally apt to go.

But this is what's pester'n me,
 To see a man thet's vile and low,
 Expect to get a wife thet's jest
 As pure as driftin' snow.

They seem to think a gal must be
 A sort of angel in a dress,
 Tho' common gals with all their faults
 Are good as men, I guess,

I claim that wimin has a right
 To get as good as what they gives,
 And angel wimin are too good
 For any man that lives.

—Eva Donaldson, in *Boston Courier*.

HELENA, Mont., Feb. 19, 1890.

Editor Railway Conductor:

One of the saddest events that ever shadowed a peaceful and happy home, was the death of Mrs. Thomas J. Laughlin, at her home in Helena, Mont., Feb. 12, 1890. She was the wife of a well known passenger conductor on the Montana division of the Northern Pacific. The cause of her death was pneumonia, followed by a stomach disorder.

Mrs. Laughlin was but 25 years of age, and had been married little over a year. They had just moved into their splendid new home, and

were enjoying life as only "two hearts that beat as one" can, when death claimed the fair and loving wife.

The funeral was one of the largest that ever took place in Helena. The deceased was highly respected by all who knew her. The floral tributes were beautiful and numerous. The remains were taken to the cathedral from the residence, and the services were conducted by Father Polladino. It was truly a very sad affair.

Mr. Laughlin is a member of O. R. C. Division No. 243. GLENN.

PHILADELPHIA, Feb. 5, 1890.

Editor Railway Conductor.

As you have not heard from the L. A. of O. R. C. No. 5, for some time, I will send you a few lines to inform you, and all interested, that we are still alive and prosperous, and glad to say that we are doing a good work. We have thirty-one members in good standing, and a bank account very creditable to so young an organization. We attribute our success to the individual interest taken by the members,

The term of our first officers having expired. we elected and installed new ones for the ensuing year. President, Mrs. C. L. Springer; Vice President, Mrs. L. Moore; Secretary and Treasurer, Mrs. A. H. McCauley; S. S., Mrs. Corcoran; J. S., Mrs. Filby; Guard, Mrs. Woolsey; Delegate to Convention, Mrs. C. L. Springer,

We hope each one will feel the responsibility of their office and give regular attendance, and make the ensuing year more prosperous than the past.

We held a social at the residence of our Secretary and Treasurer, Mrs. A. H. McCauley, on Jan. 15, who is about to remove from the city on account of the promotion of her husband to assistant train master of the N. Y. D. of P. railroad, at which there was a very good attendance. After spending the early part of the evening in music, singing and games, we had an abundance of refreshments, and last, but not least, a liberal collection to help swell the treasury of No. 5. About midnight all departed for their homes, having passed a social and pleasant evening, with nothing to mar.

Yours, in T. F.,

PHILA.

The Other Place.

A little girl was telling how her grandma died and went to heaven, and another little tot proudly said: "That be nuffin'. My grandma has gone to Dersey City."



Mrs. R. PACKARD:—Whereas, God in his infinite wisdom has seen fit to remove from earth, the wife of Brother R. Packard; therefore be it

Resolved, That the sympathy and condolence of East Saginaw Division No. 192, O. R. C., be extended to Brother Packard in this his hour of sore bereavement.

R. LAUGHLIN,
G. T. CHUBBUCK, } Committee.
FRANK GIBSON.

Died, at Pocatelo, December 2d, 1889, William H. Smith, by a stroke of apoplexy.

Brother Smith was called to go out on his run, at 4 o'clock, a. m., arose and dressed, went to his caboose and informed the rear brakeman he was not feeling well, immediately fell down and expired. He carried insurance in the Old Conductors' company, of which he was member many years. The following resolutions were passed, at January 26th meeting:

WHEREAS, The Supreme Being of the universe, having in his infinite wisdom, removed from our midst Brother W. H. Smith, and this division, appreciating his worth as a man and brother, desires to place upon the records its sorrow for the loss it has sustained; therefore be it

Resolved, That in his death, this division has lost one of its members who was well respected by all brothers. Be it further

Resolved, That the members of this division tender to his family our heartfelt sympathy, in the great loss they have sustained. Be it further

Resolved, That a copy of these resolutions be presented to the family, spread upon the records, and placed in the pages of our journal.

Committee. { W. J. RHOADS,
G. W. SCOTT,
M. M. LYONS.

Peoria, Ill., Feb. 9, 1890.

At the regular meeting of New Brunswick Division, No. 219, Order Railway Conductors, held in St. John, N. B., February 9th, inst., the following resolutions were adopted:

WHEREAS, It has pleased our Heavenly Father to remove by death, the loving wife of our esteemed

Brother M. Burgess; therefore be it

Resolved, That we, his brother members, of Division No. 219, extend to him our sincere and heartfelt sympathy, in this his irreparable loss, and hope, that in Heaven he will meet the loved one gone before him. Further:

Resolved, That these resolutions be placed upon the records of our division, a copy sent to the bereft husband, also to the RAILWAY CONDUCTOR.

GEO. H. TRUEMAN,
FRED. McLELLAN,
FRANK J. McPEAKE.
Committee.

At the regular meeting of New Brunswick Division, No. 219, Order Railway Conductors, held in St. John, N. B., February 9th, inst., the following resolutions were adopted:

WHEREAS, It has pleased Almighty God, in his infinite wisdom, to remove from the family of Brother John H. Sproul his beloved daughter; therefore be it

Resolved, That we, his brother members of Division No. 219, tender Brother Sproul and his wife, our heartfelt sympathies, in this their hour of affliction; further:

Resolved, That these resolutions be placed in the minutes of this meeting, a copy sent to the grief stricken parents, also to the RAILWAY CONDUCTOR.

Committee.
GEO. H. TRUEMAN,
FRED. McLELLAN,
FRANK J. McPEAKE.

Mrs. JOSEPH COOK.—Whereas, God in his infinite wisdom, has seen fit to remove from earth the wife of Brother Joseph Cook. Therefore be it

Resolved, That the sympathy and condolence of East Saginaw No. 192, O. R. C. be extended to Bro. Cook in this his hour of sore bereavement.

ROBT. LAUGHLIN,
L. F. CHUBBUCK,
FRANK GIBSON,
Committee,

BRO. J. M. WELCH.—WHEREAS, It has pleased Almighty God to remove from our midst our late brother, James M. Welch, it is befitting for us, as members of East Saginaw Division No. 192, O. R. C., that we should place on record our appreciation of his merits as a man and brother; therefore be it

Resolved, That in the death of Brother Welch, the Order loses a loyal member and one who was held in high esteem by all; and be it further

Resolved, That we extend to the bereaved family of Bro. Welch our heartfelt sympathy in their sad hour of affliction, and commend them to him who doeth all things well.

Resolved, That a copy of these resolutions be sent to the grief stricken relatives, also the RAILWAY CONDUCTOR, and that our charter be draped in mourning for the space of thirty days.

Committee,

R. LAUGHLIN,
L. T. CHUBBUCK,
FRANK GIBSON.

CHEYENNE, Feb. 7, 1890.

Editor Railway Conductor:

DEAR SIR: Conductor J. E. Ryan, died at his home in this city of pneumonia, Jan. 20th. Mr. Ryan was a member of Division 128, also held a policy in the insurance department. He has been an employe of the Union Pacific for twenty-three years and was, up to his last illness, running a passenger train out of this city. He leaves a wife and baby boy, also a large circle of relatives and friends to mourn his loss. The remains were taken to Salt Lake for burial, and a large number of the members of Washsatch Division No. 144, Ogden, in a body, and several members of other divisions attended his funeral, for which Division 128, wishes to extend its heartfelt thanks.

Yours in P. F.,

Wm. A. Mills,
Sec. and Treas. Div. 128.

HALL OF TOPEKA, KAS., DIV. 179. }
TOPEKA, Jan. 5, 1890. }

WHEREAS, God, the supreme ruler of the universe, having seen fit to remove from our midst our esteemed brother and dear friend, P. G. Corey,

Resolved, That in his death we have lost a true brother and his family an upright and loving husband and father.

Resolved, That those traits of character which have endeared him to us and all who knew him, are worthy of our emulation and to be held in lasting memory.

Resolved, That this division extend to the

stricken wife and children and their relations, our heartfelt sympathy in their bereavement.

Resolved, That the charter of the division be draped in mourning for thirty days.

Resolved, That these resolutions be placed upon the records of this division, and a copy of the same be presented to the family of the deceased, to the city papers, and sent to the official journal of this Order.

Committee,

P. M. LAUX,
J. A. RAMSOUR,
A. J. RADER.

IN MEMORY OF

MRS. A. J. LAUGHLIN,

Died, Feb. 12, 1890.

Tears cannot bring our darling back,
Why should we shed them now?
She is asleep in Jesus' arms,
With a halo on her brow.

If prayers could bring our loved one back.
Would we dare to breathe them here?
What is this life, so cruel, cold,
To heaven's blissful sphere?

Gentle and loving, chaste and fair,
God took her to his breast;
And in eternal peace and joy,
Her soul has found its rest.

A FRIEND.

HALL OF
VALLEY CITY DIVISION 58, }
CEDAR RAPIDS, Iowa, Feb. 17, 1890. }

WHEREAS, It has pleased the Great Ruler of the universe to remove, by death, our esteemed Brother, M. H. Wood. Be it,

Resolved, That we, as Brothers, do most sincerely sympathize with his family and friends in this their hour of bereavement.

Resolved, That these resolutions be spread upon the records of our division, a copy be sent to the bereaved widow and parents, and to THE CONDUCTOR for publication.

G. D. MARTIN,
G. J. MILLER,
J. R. McPARTLAND.

MARTINSBURG, W. Va., Feb. 17, 1890.

WHEREAS, It has again pleased the Grand Chief Conductor of the universe, the second time in our division, on the 8th inst., to remove, by death.

Thomas L. Flora, our well-beloved Brother, after a protracted illness, which he bore with Christian fortitude, and when the end was approaching he exclaimed, "All is well," and entered into the rest that remaineth for the people of God, and is in the presence of the Grand Chief Conductor forever. Therefore, we, the members of Berkeley Division No. 234, O. R. C., in regular meeting assembled, do extend to his sorrowing widow and fatherless children, our sympathy in their sore bereavement. And be it,

Resolved, That in the death of Brother Flora, Division 234 has lost a worthy Brother, who was charitable in his acts to the needy and destitute; and, be it further

Resolved, That our charter be draped in mourning for a period of thirty days as a token of respect for our late Brother; and, be it further

Resolved, That these resolutions be entered on the records of the division, that a copy of the same be sent to the wife of our deceased Brother, and that these resolutions be published in the *Martinsburg Herald*, and in the *RAILWAY CONDUCTOR*.

WILLIAM M. DARBY,
C. H. SHIPLEY,
G. W. RIDING,
F. H. KESLER,
B. S. HEDGES,
Committee.

HALL OF CITY OF MEXICO DIV. 159, O. R. C.,)
CITY OF MEXICO, Feb. 12, 1890. }

WHEREAS, An all-wise Providence has removed from earthly scenes our beloved Brother, Edward B. Sanger.

Resolved, That we humbly bow to the Divine will.

Resolved, That in his death we have lost a true and worthy Brother, and his family a kind and devoted son and brother.

Resolved, That this division extend to his mother and sisters our heartfelt sympathy in their bereavement.

Resolved, That our charter be draped in mourning for the period of thirty days in honor of our deceased Brother.

Resolved, That these resolutions be spread upon the minutes of this division, published in the *Two Republics* and *RAILWAY CONDUCTOR*, and a copy sent to his relatives.

J. H. SAYERS,)
J. F. CASEY,) Committee.
C. H. STARR, }

Yesterday afternoon the body of Mr. Charles E. Halbert, superintendent of the Guadalajara division of the Central railroad, was laid at rest in the cemetery in this city.

It arrived by the morning express at Buena Vista from Guadalajara, and was immediately transferred to the cemetery, where the rough outside box was removed. Promptly at 3 o'clock the City of Mexico Division 159, of the O. R. C., and many friends of the deceased, left their rooms on Second Independence street, in three funeral cars, for the cemetery. Arrived there, the coffin containing the remains was found near the southern end of the grounds, on a bier, banked with floral offerings and evergreens. On the same ground where the coffin was located, the funeral services, which were impressively conducted by Rev. W. E. McClennan, of the Trinity Methodist Episcopal church, took place before a congregation of about sixty people, there being several ladies among the number. At their conclusion Messrs. Neil Turnbull, W. McPike, F. A. Bodfish, T. J. Pomeroy, W. V. Mazuril, C. H. Starr, F. E. Foot and J. F. Casey, detailed by the O. R. C., as pall-bearers, bore the remains to the grave, opened in the southeast corner of the cemetery. Here the lid of the coffin was removed, and the friends of the departed were allowed, for the last time, to look upon his remains, which were encased in an inner casket, with a glass covering over the face. Before the body was lowered into the grave, the funeral services of the O. R. C. were read and the hymn, "Nearer My God to Thee," sung.

Owing to sickness Mrs. Halbert was not present at the funeral, she being obliged to remain in Guadalajara.

HALL OF CITY OF MEXICO DIV. 159, O. R. C.,)
CITY OF MEXICO, Feb. 12, 1890. }

WHEREAS, God, in his infinite wisdom, has taken from among us our beloved Brother, Charles Edgar Halbert.

WHEREAS, While bowing in humble submission to the will of the Grand Chief Conductor of the universe, we realize the extent of our loss.

Resolved, That in his death we lose one of our truest Brothers, the community an honorable and popular citizen, and his family an affectionate father and devoted husband.

Resolved, That we extend to the family of our deceased Brother our profoundest sympathy in their great affliction.

Resolved, That these resolutions be placed upon the records of this division, a copy presented to the family of the deceased, and that they be published in the *Two Republics* and *RAILWAY CONDUCTOR*.

T. J. POMEROY,)
NEIL TURNBULL,) Committee.
H. H. GREENLEAF, }



E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.

W. N. GATES, ADVERTISING MANAGER, 10 Public Square, Cleveland, O.

We had prepared four pages of mentions and three of editorial for this number of the CONDUCTOR, but all are left out on account of space. We are sorry that the mentions are crowded out from the fact that many of them are of much importance to the members. But it cannot be helped, as we are restricted to a certain number of pages, and must feel content, though it places us in a very unpleasant position.

PUEBLO, Col., Feb. 23, 1890.

To the Brothers of all Divisions, Greeting:

Arkansas Valley Division No. 36, recognizing the fact that many delegates attend our annual sessions not knowing the opinions of the divisions they represent severally and collectively, and therefore not fully prepared or qualified to legislate for us, and believing that questions of vast importance to our Order will be brought before the Grand Division at Rochester; and believing that an interchange of ideas and opinions between divisions having identically the same interests will be of mutual benefit to all, we therefore earnestly request you to send a delegate to join us in a union meeting to be held in our hall, No. 221 Santa Fe avenue, Sunday, March 23, 1890, at 10 o'clock a. m.

We are centrally located, surrounded by many divisions of our Order, and we hope and expect a rousing meeting.

The time has come when every member of the Order should throw off his lethargy and inactivity and put his shoulder to the wheel, if we would make our Order what it should be, a PROTECTION and benefit to its members.

Much good has been done in the past by "union meetings." Come, all come, and let us know each other's ideas of matters that concern every conductor of the north, east, south and west, and let us have such an interchange of fraternal feeling as cannot fail to do us all great good.

Our Grand Officers will be present at this meeting.

Yours respectfully in P. F.,

ARKANSAS VALLEY DIV. NO. 36.

E. C. MATTES, Secretary.

PHILADELPHIA, Feb. 15, 1890.

To all Members:

Agreeably to an expressed desire of a number of divisions of our Order, a *Union Meeting* will be convened in Philadelphia, Pa., as a central point, on Sunday, April 6, 1890, at 10 o'clock p. m. This meeting will be held immediately under the auspices of Quaker City Division No. 204, with West Philadelphia Division No. 162, and Camden

Division No. 170, associated in the management.

There will be a *General Reception Committee* at Broad street station, Pennsylvania railroad, from 10 o'clock a. m. until 2 o'clock p. m., to receive and direct all visiting Brethren. Members from a distance arriving at any of the other city railway stations will be received by special committees, provided they indicate in advance the station and time of arrival.

The committees will be designated by suitable badges, and will direct all visitors to rendezvous at the hall of Quaker City Division, northwest corner Thirteenth and Arch streets, two squares distant from Pennsylvania railroad, Broad street station, and City Hall, where information will be given as to place of meeting, hotels, restaurants and all other arrangements.

It is desirable that divisions anticipating attendance in large numbers should notify the chairman of the committee issuing this call, of the probable number of their delegation, by not later than April 1, and of any further information that will facilitate arrangements for the general comfort.

We would suggest that divisions participating should designate some one of their attending members to especially note the proceedings, and make, at their next local meeting, at least a synopsis of the most interesting features observed and subjects discussed.

Members of the Order in attendance who have not been *re-obligated*, will, to gain admittance, be required to furnish from their Division Secretary, under seal, and of sufficient recent date, a certificate that they are entitled to receive the "New Work."

The utmost courtesy and freedom of opinion in debate will be accorded to all within the limits of propriety, and it is the desire of the management that there shall be elicited a full, free and fair expression on all the topics involved. A general invitation is extended to all members of the Order to attend, what, it is believed, will be one of the most interesting and momentous unions we have ever held.

Fraternally yours,

F. W. MACVEIGH, C. C. 204.

Chm. Com., 420 Market St., Philadelphia

J. W. BODINE, C. C. 170.

JOS. WHITE, C. C. 162.

In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., APRIL 1, 1890.

NO. 7.



Editor Railway Conductor:

Some months since it was my fortune to be present in the office of the "Inspectors of Pilots" in San Francisco. Being a newspaper man I was naturally interested in certain proceedings that ensued and now record them for the first time.

Two or three of the Harbor Commissioners were present as well as several old sea captains, antiquated and obsolete, who had been laid away for repairs or, possibly had laid themselves away of their own accord, but who still took a great interest in anything pertaining to their old calling.

The business before the board was the examination of a candidate for a pilot's certificate. The candidate recited that he had served as an assistant for some ten or twelve years, and that of late years had frequently been intrusted with the charge of vessels entering or leaving port; that he had for years past been accustomed to assume charge, and as pilot, conduct vessels in and out of port, and that as yet, he had met with no accident, not even the breaking of a spar. He further said, that his age was 45, his character and antecedents open to the most searching inspection of the board, and he also produced and laid before the commissioners, credentials of the highest character, signed by men high up on the rolls of

commerce and well-known to every one present at the examination.

After he had submitted his case, he himself was submitted to as close and as searching an examination by the old seafarers present as any criminal could be who was on trial for his life. They questioned him about every rope on a ship, from the main truck to the kelson, about every thing in fact from the "Fo' castle" to the rudder. They ascertained by persistent and repeated questions his knowledge of the difference between a brig, a bark and a full rigged ship. Also as to his knowledge of the soundings of the port, the tides, their various influences, &c. The fogs that were liable to occur, and at what seasons. What he would do in this or that case of emergency.

It appeared to me, that the applicant answered all these various and surely hard questions with the greatest candor and confidence. His answers in fact, were not debated upon by any of the examiners, but appeared to be received as facts. I have no doubt they were the result of long experience and hard labor at his profession.

After the most searching enquiry, a short consultation was held by the board, and the old sea captains were called in one by one, and finally after the lapse of an hour

or more, the board calmly informed the anxious applicant, "that his application would be duly considered, and that, as he was aspiring to a position wherein human lives were supposed to be placed in his charge, *a month would be necessary* to enquire into his antecedents and decide as to his fitness."

Now, it has since occurred to me, that if such a strict and rigorous examination was considered necessary to be made as to the qualifications of a man who might have in charge say, once or twice a month twenty or thirty lives, conveying them into, or out of port, and whose responsibility lasted but for a few hours, what sort of an examination should that man be subjected to, who handles daily our immense passenger trains, and in whose charge is placed hundreds of lives on a system of transit far more dangerous than that on which my poor pilot was struggling to obtain a position.

I refer to our railroads. Where do our passenger conductors come from? Are they scrutinized and subjected to any such examination as was this poor devil of a pilot? Are their antecedents inquired into? They handle daily, trains containing ourselves, our wives and our children, and does any "board" look into their morals and their fitness for the responsible duties which they undertake to perform? I think not. In their keeping is placed hourly, some sacred charge, sacred at least to those who intrust it to them. The pilot is subjected to such a rigid examination, that even the fact becoming known of his having taken a drop too much on some wintry Christmas morning is altogether sufficient to forever disbar him from the results of his many years of labor when he seeks the promotion that a brakeman looks for after a far more limited time of service.

Where do our passenger conductors pass such an examination as would seem to entitle them to assume their responsible duties? How about that frightful holocaust at Peoria? Had that conductor been an experienced railroad man, that frightful tale would have been untold. How about hundreds of other catastrophes where "no one was to blame?" "Only a Brakeman Killed" is a song sung in many a blighted home, by many a desolate fireside with its vacant chair, and no one is blamed—"Purely accidental." In the great majority of the accidents, every well informed railroad man who has studied the circum-

stances will say, that they occurred from pure and unadulterated carelessness, or a lack of knowledge of the business. Either ignorance or a "drop too much," tumbles our trains over bridges or down embankments. A brakeman to-day, "fresh from his native fields," who has some "pull" on an official, soon blossoms out with the "blue and brass," and at once becomes an adept at a science that he knows no more about than a cat about Christmas.

Now, Mr. Editor, this emanation does not proceed from a railroad man or one in any way connected with railroads, but simply from an observer, and one whose business calls him here and there over the country. Further, I do not think anyone will suffer an injustice by your calling attention to what you must surely know to be an evil adjunct to our railroad service, and which the influence of your journal can go very far towards correcting.

HENDERSON McCUNE.

Sieria Blanca, Texas, Feb. 13, 1890.

Correspondence or Symbolic Meaning of Colors.

WHITE is the emblem of light, religious purity, innocence, faith, joy and life. In the judge, it indicates integrity; in the sick, humility; in the woman, chastity.

RED, the Ruby, signifies fire, divine love, heat of the creative power, and royalty. White and red roses express love and wisdom. The red color of the blood has its origin in the action of the heart, which corresponds to, or symbolizes, love. In a bad sense, red corresponds to the infernal love of evil, hatred, etc.

BLUE, or the sapphire, expresses Heaven, the firmament, truth from a celestial origin, constancy and fidelity.

YELLOW, or gold, is the symbol of the sun, of the goodness of God, of marriage, and faithfulness. In a bad sense, yellow signifies inconstancy, jealousy, and deceit.

GREEN, the emerald, is the color of the Spring, of hope, particularly of the hope of immortality and of victory, as the color of the laurel and palm.

VIOLET, the amethyst, signifies love and truth, or passion and suffering.

PURPLE and SCARLET signify things good and true from a celestial origin.

BLACK corresponds to despair, darkness, earthliness, mourning, negation, wickedness and death.

The Old Kitchen Clock.

It used to tick away the years upon the parlor shelf,

When first we went a keepin' house—Belindy an' m'self—

An' thar fer more'n twenty year, it seemed to be content -

To serve the hours in proper time, an' be an ornament.

An' you'd er thought 'twas almost made to regulate the sun,

So stiddy, 'round an' 'round each day, the wheels an' p'inters run.

But when the girls grew up, you see, they had — some strange ideas.

They didn't consult us much 'bout things, nor drop an "if you please,"

But went a hustlin' things around, an' changin' ev'ry room,

An' nothin' had the same old place, less 'twas the kitchen broom.

I didn't much mind the goin's on, but shan't forget the shock

It gin me when they ousted out that good old faithful clock.

An' then a little bronze concern was got to fill its place,

With dragons crawling up its sides, and just above the face

A gal they call "Terpsichore" is settin' in a chair

An' playin' on a harp—although I never heard the air—

An' when it strikes the half hours out, you'd think a fairy sighed,

that a little mouse had gin a faint squeak 'fore he died.

Then it sort o' stirs my conscience when the old clock strikes the time

With a kind o' ringin' music, in its dear, old honest chime;

For it seems to be a sayin', in a solemn sort o' way:

"It's just the way of all the world; we flourish for a day!"

An' onct I went right out thar an' says I: "Old clock, see here,

You're wuth a dozen fancy clocks with complicated gear!"

Though taken as an ornament (as things go nowadays),

Mebby that tother one deserves a passing word o' praise,

But when it gets a balky turn—determined not to go—

I think it's 'bout like folks I've seen—a sort o' holler show;

An' strikes me when a clock, or friend, is faithful out an' out,

"Taint best to change for suthin' that you don't know nothin' 'bout.

—Katharine H. Terry, in *Good Housekeeping*.

Rules for a Man of Business.

BE THOUGHTFUL.—Commit everything important to writing. Obtain every kernel of knowledge within your reach, and read books for what they can teach you.

BE DILIGENT.—Leave nothing undone that ought to be done and that could be done. Don't consider anything beneath you, but do nothing carelessly or in a hurry.

BE JUST.—Treat all persons alike, high or low and be pleasant to everybody. A sacred regard to the principles of justice forms the basis of every transaction.

BE PUNCTUAL.—Strict in keeping engagements. Systematic in keeping all letters, invoices, bills, contracts, and every document on file, within easy reach, if possible. Have business hours and keep them. Balance your books regularly.

BE DECISIVE, clear and explicit. Do not overtrade your capital. Prefer short credit to long, and cash to credit of any kind. Lend money if necessary, but do not enlorse.

BE DISCREET.—Keep your business to yourself unless it would be unfair to others. Beware of men of doubtful credit. Avoid speculative risks.

BE NEAT and orderly in person, office and surroundings.

BE ECONOMICAL and live within your income.

BE GENEROUS, be honorable, be enterprising.

SUCCESS may not come at first, but it will not be far off.

Little Tommy, who has a bald uncle, was very much interested when his mother told him the other day that the hairs of his head were all numbered. "Is that so with everybody?" asked he. "Yes," said his mother, "that is what the Bible says." Tommy pondered for a moment in silence. "Well," said he finally, "if the Bible says so, it must be so; but I think the angel who does the counting feels mighty glad when he comes to a man with a head like uncle Jim's."

Morning and Night.

When the first beam of morning is streaking the
skies

Wide-awake Tommy is ready to rise.

Oh, how he frets till the time comes to dress,

How he scorns to be stopped for a kiss or caress;

Nobody's "baby" or "darling" is he;

He's the bold laddie, the man that's to be.

The world is so large, and all round about

Filled with curious puzzles for him to find out,

That he cannot be patient, to loiter and wait,

To stay within doors, and lie in bed late;

He wants to be up at the peep of the day,

To lose not a moment for work, or for play.

He's a sailor, and launches his ships in a tub;

He's a soldier, and drums with a loud "rub-a-dub;"

With corn-cobs for timber he builds him a house,

And sets traps of paper to capture a mouse,

He digs and he delves, he plows and he plants,

As busy and brisk as the bees and the ants,

And when the dim twilight its soft shadow throws

He climbs on the wall to see where the sun goes;

And wants to be out when the moon comes, to
know

If she shows her round face or is bent like a bow.

And gladly would stay in the darkness and damp

To watch for the gleam of the fire-fly's lamp.

At last, when he scarcely can hold up his head,

He yields himself slowly to home, friends and
bed;

And longing in body and spirit for rest,

He meekly submits to be soothed and caressed;

And coos in his innocence, dove-like and white;

"I love you, mamma; I'm your sweetheart to-
night."

—*M. E. N. Hathaway, in Chicago Advance.*

The Smallest American Railway.

The most diminutive railroad in all Down East, according to a newspaper exchange, is that owned and operated by the Monson Railroad Company, running from the company's quarries to Monson Junction, on the Bangor & Piscataquis. This little road has a two-foot gauge, is about six miles in length, and is thoroughly equipped with locomotives, passenger, baggage and freight cars, has several stations, regular time-tables and a superintendent. The superintendent is also conductor, baggage-master, mail agent, passenger and freight brakeman, news agent and director—a regular Pooh Bah—and for performing all these offices he gets \$900 a year. Ten men constitute the entire force

of the road. The trains average about fifty miles a day in summer and twenty-five miles in winter. The road is all down hill one way, so that a car will run from the quarries to the junction without the assistance of a locomotive. If a passenger misses the regular train, \$5 will secure a special to carry him over the line. Last year this toy road carried 9,000 tons of the company's freight to Monson Junction (six tons to a car) for transshipment over the Bangor & Piscataquis to Bangor and points west, and 4,200 passengers, who paid \$12,000 in fares, were transported at a cost of \$9,000. This little road has been in operation six years, and in all that time no accident of any kind has occurred on its line. We judge it to be the smallest independent line running regular trains for both freight and passengers in America. The officers are: H. A. Whiting, President, Wilton, N. H.; J. F. Kimball, Treasurer and General Manager, Lowell, Mass.; W. L. Estabrook, Superintendent, Monson, Me.; J. F. Sprague, Clerk, Monson, Me.

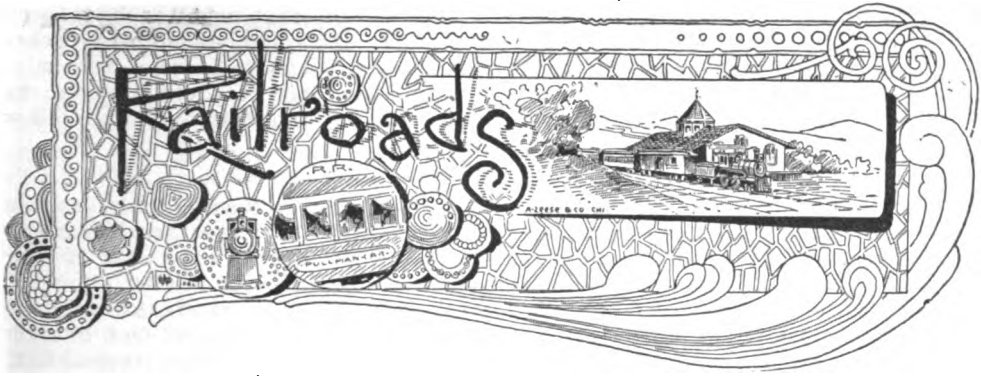
Natural Objects of Great Scenic Interest in the United States.

1. Yosemite Valley, California. 8 to 10 miles long and about two miles wide. Its very steep slopes are about 3,500 feet high. Perpendicular precipice 3,089 feet high, and a rock almost perpendicular 3,270 feet high.

The Yosemite Fall surpasses all others on the globe in height. From the edge of the cliff over which the water plunges to the bottom of the valley, the vertical distance is about 2,550 feet; but the fall is not in one perpendicular sheet.

2. Colorado Cannon, Colorado.
3. Yellowstone Park, Wyoming Terr.
4. Muir Glacier, Alaska.
5. Niagara Falls, U. S. and Canada.
6. Garden of the Gods, Colorado.
7. High Sierras, California.
8. Hudson River, New York.
9. St. Lawrence River, between U. S. and Canada.
10. Oklawaha River, Florida.
11. Eastern North Carolina.
12. Mammoth Cave, Kentucky.
13. Natural Bridge, Virginia.
14. Wyandotte Cave, Virginia.
15. Blue Mountains, Virginia.

The doctor can endure life if he only has patients.



Another wire rod mill is to be built in Joliet, Ill., which will be in operation early in the spring.

* *

A \$250,000 repair shop is to be built at Lincoln, Nebraska, by the Chicago, Burlington & Quincy company.

* *

Mr. A. F. Banks has been appointed traffic manager of the Iowa Central railway, with headquarters at Marshalltown.

* *

The second bridge across the Mississippi river at St Louis has just been completed. It was built by the Merchant's Bridge company.

* *

The Goodrich Steamboat company, of Chicago, are building a steamer to cost \$160,000. She is to run between Chicago, Racine and Milwaukee.

* *

A 5,000 mile ticket, good on any road in New England, has been recommended by the board of trade of the cities of Hartford and New Haven. What next?

* *

The Seattle & Montana railroad company has just been incorporated with a capital stock of \$10,000,000. At present it is presumed to be the western division of the great northern system.

* *

Every one is prophesying a year of unparalleled activity in all branches of business the coming year. The great crops of the last year, and a tendency toward a heavy supply of all things needful and a good market for everything that there is on hand, seems to be the leading features that lead the imaginary ones to guess on these probabilities.

We learn that the Central Iowa will build a track two miles in length, at or near Monmouth, Ill., to connect with the Santa Fe, and will then run their trains into Chicago over that road. It is thought that this arrangement will prove advantageous to the interests of both these lines.

* *

We see by an exchange, that Mr. William Dowd has resigned as President of the Louisville, New Albany & Chicago railway. Having known Mr. Dowd in years past it is a pleasure to be very confident, that he can live a little longer on earth, even tho' his salary should be discontinued for some time.

* *

The Chicago, Burlington & Quincy railroad company, we understand, has purchased the Chicago, Burlington & Northern, by paying the stockholders forty cents on the dollar. We certainly hope that the latter road will not be as much of a "thorn in the flesh" in the days to come to other roads, as it has been in the past.

* *

We see that the Missouri and Nebraska Railroad Commissioners have prohibited the railroads from carrying live stock and have required them to make car load rates. Many a passenger would hail the day when he could be carried at car load rates, and the small and lean would be glad to be carried by weight, but what on earth would the fat people say.

* *

We learn that Mr. O. S. Lyford is to remain with the Chicago & Eastern Illinois, and Chicago & Indiana Coal companies, as vice-president, only relinquishing the duties of general manager. We were once quite well acquainted with Mr. Lyford. It

was a good many years ago when he was on the old Hannibal & St. Joe. There have been a good many changes in the railway service since that time.

* *

Mr. W. W. Worthington, formerly Superintendent of the Whitewater Valley road, thinking that his back salary had been deficient for some time, entered suit against that company for the small sum of thirty thousand dollars. This is contrary to the general rule, because many a man has always remained poor on account of not realizing what he was worth to the company for whom he worked; but it is evident that Mr. Worthington struck it a little too high, as the jury decided, that he had received all the salary that was due him. It is very probable, that had he only entered suit in the amount of thirty cents, he might at least have saved the costs.

* *

From a dispatch in one of our exchanges we learn, that the coroner's jury which investigated the cause of the accident on the Lake Erie & Western near that city in February last, in which one man lost his life, returned a verdict recommending, that engineers Joseph Eisle and Michael Conlon, be held for criminal negligence. And this very intelligent body of men came to this conclusion after the train dispatcher had testified, that the disaster was caused owing to a mistake which he had made. While we have no feelings but those of sympathy for the poor train dispatcher, because all men are liable to make mistakes, yet on the other hand, please excuse us from having to be tried by a Peoria county jury where their verdict is, that the guilty may go free, but the other fellows must be punished.

* *

J. A. Hughes, of Texas, has brought suit against the Texas & Pacific railway company for \$40,000 damages, on account of being ejected from one of their passenger trains. We know nothing about the merits of the case, but it appears to one not on the inside, that it is barely possible that the gentleman may have set his figures a little too high. Many a poor man would be willing to be put off of almost any passenger train every ten minutes if he was reasonably certain that he could recover \$40,000. We only wish that we had that amount for every one that we have assisted to alight, and a corresponding amount for those that we have per-

mitted to ride, that ought to have been kicked off. We would have so many riches that we would imagine for a few minutes at least, that we could buy out the Texas Pacific, and then pay the fellow besides.

* *

The projectors of the new tunnel system of the Central Pacific railroad management, seem certainly to have work in their minds of a gigantic magnitude. The proposition that they advocate is, to commence boring at least one thousand feet beneath the deep snow line, making a start at Cold Spring canyon, near the town of Truckee, California, coming out of the mountains on the Pacific side at Yuba river canyon. They then leave the first tunnel, which will be five miles in length, running down the canyon for some distance, and then five more miles of tunnelling will be done. The grades will be a gradual descent, and a rise of one thousand feet will be saved on each side of the mountain. The estimated cost of this proposed work amounts to the small sum of ten millions of dollars. It will undoubtedly require many years of hard work before it is finished; but it is expected that the earnings of the road will be greatly increased when finished.

* *

Next to the World's Fair excitement, in Chicago, the question of greater safety at railway crossings seems to occupy the attention of the average Chicagoan. And, inasmuch as the excitement is up to fever heat, it seems more than probable, that some measure toward a problem of greater safety will soon be developed, and also be in force, by which there will be assured a greater degree of safety to human life. Whether it will be accomplished by means of the much agitated plan of grade crossings, viaducts or tunnels, is a question that time alone will determine. That something should and will be done in this matter is almost certain. For when the public at large make up their minds that so important a measure is absolutely necessary, it is almost certain that it will be accomplished. But in the excitement, that gathers so much assistance from the Herculean efforts of the press, which is at all times so important a factor in all matters tending toward any movement which adds materially to the safety of human life, there seems to be a tendency to accuse the officials of every railway corporation of not only criminal negligence in

matters of this kind, but much is said in the heat of discussion and excitement, that would lead the average thinking man to be impressed with the idea, that the officers and also the employees, were engaged in the laudable act of maliciously killing people just for the fun or novelty of the affair. Or in other terms, that both parties are so earnest in their greed, one of them to become rich, and the other willing to add to this accumulation, that they entirely forget or at least ignore the rights of private individuals, and rush headlong into danger without even a thought of safety to that class of people who may be traveling in other means of conveyance, or quietly walking along without one thought of danger. And while we are perfectly willing to acknowledge the great necessity of some means being adopted, and also put in force, that will as soon as possible secure far greater safety to life and limb. And more than this, we would heartily approve and also favor, any project which would successfully bring about such a result. There is, in our opinion, another thought that has just as much bearing on the final settlement of this vexed question, that in the excitement has been almost entirely overlooked: in more than one-half the accidents which have come to our notice during a period of nearly thirty years of active service in this accident business. We have found, that it occurred from the utter negligence of those who were traveling by some other method. Our experience is, that more than half the people that are injured by the DEADLY ENGINE OR CARELESS ENGINEERS AND CRIMINAL TRAIN MEN, as they are so often pictured, are really killed or injured, by no other means in the world, than by their own stupidity, carelessness and utter disregard of the natural means of looking out in the least possible manner for their own safety. And we are confident, that this is the experience of the majority of railway employees who have seen long years of service, and whose word is as good as gold. And now, in view of these facts, is it not true, that there should be, at least a portion of this responsibility resting on the ones, who rush headlong, without one thought of danger, neither using a particle of care to avoid any accident which may befall them. So in the time of excitement, when the danger is daily pictured by the best writers that can be procured, is it not fitting and proper, even no more than what is right, to look at both sides of this important

question and place the blame where it rightly belongs, instead of having it all one-sided? In the matter of what is the best way out of the difficulty, there need be no fears as to the final result. Some one will be smart enough in the near future to propose some plan that will meet the exigencies of the case, so that this great problem will be solved in a manner that will ensure the greatest safety to human life. But the man that is studying the great problem of running trains through the city of Chicago at a ten mile an hour gait, may just as well lie down quietly and die. Whoever he may be, he is too far behind the times for this earth, and if he is needed in the other world, there should be his residence.

But after every means of perfect safety has been provided that skill and human ingenuity may devise, do not for one moment imagine, but what some one will get hurt, if they do not use some little precaution and care, as they journey along.

* *

Some gentleman whom we suppose lives within hearing of that mighty roaring cataract of Niagara, sends a letter to the *Railway Age* desiring an answer to four simple questions. The aforesaid gentleman also states in his communication, that they are very important, and he desires that they be answered immediately, if not sooner. But the gentlemanly editor of that usually fair and impartial periodical, practically ignores the question and turns the matter over to the other fellow to answer. The only thing that puzzles us is the fact, that he acknowledges that he is unable to answer them. This is sad. Inasmuch as the gentleman has publicly announced that he is unable to give the desired information, we suppose that the field is open to the world. So we trust, that we will not be accused of trespassing on forbidden ground if we give the momentous questions to our readers for a proper answer.

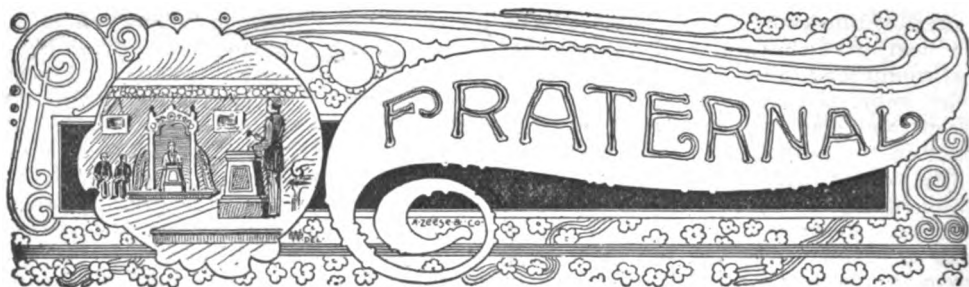
So here we go: 1st. What railroad is the most independent in the United States?

2d. Which railroad has made the fastest record, in both long and short distances?

3d. Which railroad has the latest improvements?

4th. On which road: West Shore or N. Y. Central, can a person go to New York the quickest?

We imagine that this solution is open to the world, so we hope the readers of the CONDUCTOR will not be behind in their efforts to afford the desired information.



The World.

BY F. W. B.

O, Lord! if in days gone by
My heart hath loved the world too well,
It needs more love for love of Thee
To bid this cherished world farewell.

And yet I do rejoice there are
So many things on earth to love,
So many idols for the fire,
My love and loyal change to prove.

He that loves most has most to lose,
And willing loss is love's best prize;
The more that Yesterday has loved,
The more To-day can sacrifice.

O, Earth! thou art too beautiful,
And thou, dear home! thou art too sweet:
The winning ways of flesh and blood
To smooth for sinners' pilgrim feet.

The woods and flowers and runnings streams,
The sunshine of the common skies,
The place of household peace—what heart
But owns the might of these dear ties?

The sweetness of known faces are
A couch where weary hearts repose;
Known voices are as David's harp,
Bewitching Saul's oppressive woes.

And yet, bright world! thou art not wise;
Oh, no! enchantress though thou art,
Thou art not skillful in thy way
Of dealing with a weary soul.

If thou had'st kept thy faith with me,
I might have been thy servant still;
But slighted love and broken faith
Poor world! these are beyond thy skill.

Oh! bless thee, praise thee, treacherous world,
That thou dost play so false a part,
And drive, like sheep into the fold,
Our loves into our Lord's heart.

This have I learned upon gracious Lord!
This world hath had thy rightful place;

But come dear jealous Lord of love!
Come and commence Thy reign of grace.

Banish far from me all I love,
The smiles of friends, The frown of foes;
And drive me to my Lord!
The Heart of Jesus crucified.

Take all from me from earth away,
Take all that men can love from me;
Let all I lean upon give way,
That I may lean on nothing but Thee.

CEDAR RAPIDS, Ia., Mar. 2, 1890.

Editor Railway Conductor:

Having business in Conneaut, Ohio, where Nickel Plate Division 145 is located, I attended their 6th reception and ball, given in the Lincoln opera house. To say it was the event of the season, would be stating it mild. I have attended a great many receptions and balls, but never in all my experience have I been where there was more enjoyment. The affair was under the management of the following members of Division 145: C. E. Waterman, C. C.; W. E. Bender, S. and T.; Jack Smith, C. J. Canthin, W. L. Canthin, and W. Phillips. Well, in fact all the members took very active parts. To give the names of all the Brothers who did their duty, I would have to name all the members of that division. As I entered from the vestibule into the main hall, I was taken in charge by a Brother, and run into a private room, set apart for members, where they placed upon the *Noble Breast* of my Prince Albert a blue badge, with bullion fringe, marked: "Sixth Annual Reception of Nickel Plate Division 145, O. R. C., Feb. 21, 1890. Visiting Brothers." There was also present one of the leading citizens of the place, Mr. Hay, (the boys call him Dad), who had a basket of button-hole bouquets for the members of the O. R. C.; of course I was adorned with one. After being decorated with a *Token of Honor* and an emblem of nature, I was permitted to enter the sacred precincts of the main hall, as I was duly prepared to enjoy the pleasures of the evening. The first object that arrested my sight was *Welcome!* worked in beautiful floral letters.

On passing under welcome, such a beautiful sight. The decorations were magnificent; there was bunting of the national colors, with beautiful mottoes, monograms and flowers artistically arranged, which made it seem like an Arcadian bower. The music was artistic, the supper delicious and the company gay and joyous. There was youth in all its innocence, beauty with all its coquetry, old age to lend an air of dignity and intellect accompanied by Chesterfielding manners, clothed in appropriate costumes, some of which were lovely, made up an assemblage that would be flattering to any city. I should judge there were fully three hundred couples; there were at least two hundred couples in the grand march, which was promptly on time, (no variations) 9 o'clock, led by Chief Train Master Henry Shaffer, and his estimable wife. Mr. Shaffer who has been with the Nickel Plate company ever since the road was opened to the public, first as passenger conductor. Previous to that he was in the employ of the contractors as superintendent of construction. He is a gentleman of varied experience and fine attainments. He *was* a member of the Order. Why he ceased to be I do not know, but knowing the gentleman as I do, his reasons must be good. The enjoyment went on until an early hour in the morning. It was an occasion long to be remembered by those who had the rare good luck to be present.

I have heard before, of a room with a floor laid upon springs and such like things, with so much art in every part, that when you went in you were forced to begin, a minuet pace with an air and a grace; swinging about, now in, now out, with a deal of state in a figure of eight, without pipe or string, or any such thing; and now I have writ in a brotherly fit, that will make you dance; and as you advance, will keep you still though against your will, dancing away alert and gay, till you come to the end of what I have penned.

TROM.

Bellevue Division 134.

Bellevue, Huron Co., O. •

From the *Providence* (Rhode Island) *Journal*, we learn that the conductors, designated as "Punch and ticket men," have had a dance, the occasion being their Sixth Annual Ball, stating that the Infantry Armory was crowded and the scene was a brilliant one, and also that the Governor, and other notable state officers, were there. And although the gripe was still hovering around, and there were many other entertainments to draw from even this one, the men of the punch, it seems, overcame all these drawbacks, and that the ticket sales were far in advance of any they had

had in years before. Not only the railroad fraternity of Providence were there, and their wives, sweethearts and sisters, but the boys, with their partners, came from Massachusetts, and stations all along the line of the Providence & Worcester road, and also from other parts of New England. Five hundred people also came down on the Worcester special.

The decorations for the ball were on a principle of great attractiveness and grace. Butcher furnished the floral part, J. Harry Welch the draping, and Reeves provided the music. English yew and holly peeped out from the green palms and pines that bordered the stage, so that there was not much visible of the prompter but his head, so thick was the foliage and flowers in front. An immense half disc of silk flags was fastened to the wall at the rear of the stage, like a big fan; a bunch of staff flags hung from the ceiling over the stage, with streamers floating to either side, while a like arrangement hung over the center of the hall-room floor; from each sky light were streamers of different colored bunting; designs in American and other flags hung along the balcony railing; from the gallery the conductors' inevitable red, white, blue and green lanterns.

The opening was an overture jubilee, by Hoffman, clarinet solo, playing Scotch airs, by E. A. Bosworth, medley overture, Brooks, piccolo solo by Mr. Max Guetter, railroad galop, Downing.

Somewhere near 9 o'clock, as the orchestra gave the first strains of music, came the announcement that the Governor and his staff were coming, preceded by General Floor-Director Ira G. Nichols, followed by Assistant Floor-Director A. R. Whaley, then next his Excellency, Herbert W. Ladd, with Colonels H. A. Duvillard and Jos. C. Perry, escorted by members of the reception committee; also, ladies and gentlemen of note (the names of whom we have not space to give.)

The grand march commenced a little after 9 o'clock, and was led by Lieutenant-Governor Littlefield and Mrs. A. R. Whaley, followed by ex-Governor and Mrs. C. H. Taft, about four hundred couples bringing up the rest of the van.

Many of the ladies were in fashionable evening dress, such as silk, satin and other attractive material, while not a few of the gentlemen were in full dress.

Then followed a succession of popular dances, numbering twenty, which lasted until midnight, when intermission was had for supper, served by Hopkins & Sears, of the Central hotel.

If space permitted we would only be too glad to give the names of the different committees, but as we are positively assured that this was the greatest

success of their series of entertainments, for the past six years, all our readers will understand fully that each one of the gentlemen who composed these committees did his part both thoroughly and well.

MACON, Ga., March 7, 1890.

Editor Railway Conductor :

To me the most interesting department of our excellent journal is that headed "Fraternal," since here we see what individuals are doing for the good of the Order, as well as what the Order is doing for the individual. Here, too, we get ideas and suggestions from the rank and file of the Order, those for whose benefit the organization was instituted.

In order that this department may do the most good, each division should see that everything pertaining to the good of the Order shall find expression in these columns. It will encourage the individual to make additional efforts for his advancement, and refrain from doing anything that would bring discredit upon the Order of which he is a member. Our success lies in individual effort, and I have noticed our Grand Chief Conductor never fails to impress this idea upon every assembly which it is his privilege to address.

The Order is doing well in these parts. We are continually adding new material to our ranks, and it is easy to see that a man takes a new interest in his work as soon as he becomes a member of our organization. There is something in the obligation which makes a man think, and he is proud to know that he has been thought worthy of a membership in an order based on such principles as those constituting the life and existence of the O. R. C., and he resolves that no conduct of his shall bring discredit on the Order.

The following names will be read with interest by their numerous friends and acquaintances :

Brother L. C. Young has been appointed supervisor of passenger train service on the Central of Georgia; Brother J. T. Johnson has gone to Columbus, Ga., as general yard master; Brother Fitzgerald, of 98, goes to Albany, Ga., in some capacity; Brother L. J. Harris, late of Charleston, S. C., is made depot master at the Union passenger depot at Macon, Ga.

All these were taken from the passenger train service and other worthy members were promoted to the places they vacated.

The meetings of Division 123 are well attended, and there is a lively interest in the affairs of the organization.

At our last meeting we approved an application for a charter for a new division at Columbus, Ga., where there is much good material, and so the good work goes on.

Yours fraternally,
"GEORGIA."

Mr. —————

He runs a locomotive,
Should he cultivate quiet
You never would suspect him,
But such knowledge will supply it.
His untiring conversation
Has always for its theme
The wonderful performances
He has done with steam.

"I have pulled so many cars,
"I have such places doubled,
"I have made such awful time
"My speed other drivers troubled,
"I have, with an empty tank,
"In my boiler gauges three,
"Made the station with *my* train,
"I can 'run,' you may bet on me."

Again he sometimes runs a train,
Which fact he advertises
In every fireside gathering,
Where comrades he advises
What *he* takes, in shape of trains,
How *he* runs the driver,
How the dispatcher *he* ignores,
He is such a contriver.

"He, too, pulls so many cars,
"Has 'pulled' so many tracks,
"In spite of agents made his time
"With incompetent sharks.
"*He* has worked on every road
"From Canada to Mexico,
"*He* can't be told how to do work,
"Just remember, *he* told you so."

The fireman has no part or lot
In this driver's estimation,
The coal he shovels to make steam
Requires no consideration.
Neither may the brakeman share
Credit in the fireside story
Of the self-complacent "con"
When he claims his meeds of glory.

S. E. F.

CEDAR RAPIDS, IOWA, March 4, 1890.

Editor Railway Conductor :

DEAR SIR: In the CONDUCTOR of March 1, 1890, in the article headed "Early Railroading," Mr. Marshall speaks of the old Mad River & Lake Erie railroad, which reminds the writer of his boyhood days. When about 10 years old my parents moved to Ohio, boarding the train at Canandaigua, N. Y., on the old "York & Erie" railroad, for Rochester, and there abandoned the elegant passenger car and boarded a canal boat for Buffalo, and there shipped aboard the old steamer "United States" for Sandusky City, O.

I will not tire you with a description of our trip on the lake. Oh, how sick! Arriving at Sandusky we were helped on board of a car about the size of an ordinary street car, with flat seats along the sides. Our train consisted of said passenger car, and a flat car, about the same size, each car having but four wheels under them. The flat car was the baggage and freight car combined. Then came the wonder of the whole—the engine, "Wyandott." It had no cab, no pilot, no headlight, and, I was going to say, no engineer, but come to think there was a man on her who the conductor told us was the engineer. He (the engineer) was a Scotchman, and his name was John Kasson. There was no fireman, the engineer and conductor managing the whole. The engine was reversed by three bars standing on the right hand side of the deck. I afterwards learned they were called "starting bars." Old John would hustle them back and forward, first one, then the other, until he got the links, or something else, caught just to suit him, and then he would pull the throttle and away we go, John's hair flying, for I don't remember ever seeing him with a hat on his head. How he could keep that engine on the track was a wonder to us smaller passengers, and some of the older ones would speak of it. The road was built by first putting it to grade. Yes, that is so, it had to be graded the same as any other road. Then the ties were split out of large timbers as near three-cornered as possible, so one side would lay flat, and the upper side could be notched and cut out in order to make a path for horses to travel, as the cars were drawn by horses but a short time before. Then the ties were notched, per gauge, and timbers, or sills, laid and wedged in them, and a strap, or rib, spiked on top of these timbers. Then the old strap rail was spiked to it, and the track was ready for the engine—and there was my starter. I made many a trip on the "Wyandott" with Uncle John. One, I can never forget. John, with his pet, the "Wyandott," was doing some construction work about three miles north of Bellevue, and we were headed south, when a north-bound freight came booming down grade. John commenced jerking at the starting bars, and finally got the old "Wyandott" started in the opposite direction, and he and the others jumped, leaving me to take care of myself. I had sense enough to lay flat on the deck, with my feet to the fire. The collision was very light, so I came out O. K. The speed of the trains were all slow enough for one to jump off with safety, as will be seen by the following story, related by Conductor Charley Jennings. He said the track ran parallel with the wagon road at a certain place, and passing a farm house, the farmer came out and

jumped the fence and ran along side of the train. Charley asked him to get on and ride. The farmer said he was in a hurry, thanking the conductor, and said he was going after the doctor. Such was the speed of the passenger trains on the old Mad River & Lake Erie railroad nearly fifty years ago.

Yours, in P. F.,

T. B. WATSON.

JACKSON, Tenn., March 5, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Having never seen any notes from Jackson Division 149, and not wishing to be "left in the cold," in the items of our popular journal, I shall take it upon myself to send in a few jottings from our division.

We have a good membership, and are continuing to grow. We receive and initiate new members every few meetings. Why can't some of our traveling Brothers, who are well up in the new work, visit our division? I am sure they would receive a most hearty welcome, be royally entertained, and perhaps mutual benefits derived. All are delighted with the new work. Our greatest trouble is to get the boys to attend. Whenever in, they want to stay home with wife, or call on "My Dulcina,"

Our election of officers took place in December, Brother Charles Martin was chosen Chief Conductor, with Brother J. S. Karr as Assistant Chief Conductor, Brother W. N. Harris retiring from the chair, although he continues to watch over us, "as a hen doth her brood." Brother Wm. M. Wood was made Senior Conductor and Brother D. C. Newman Junior Conductor. Brother J. E. Barry, whose shining bald head casts no reflections on his most worthy wife, was elected Secretary and Treasurer, and will also represent us next May at our convention at Rochester.

Brother G. B. Harris, who has served a term as Vice President of the Conductors' Mutual Aid, while clipping tickets, gives us some sound logic on the insurance question.

Brothers Morgan, Spragins, Ranson and Booker, and the two Harrises, are pulling the bell cord and calling "all aboard" to the traveling public—and allow me to say here, the public never had more perfect gentlemen to ride with.

Next let us take a peep at our freight conductors, who, if not wearing brass buttons, are an "ornament to the profession;" a trifle stiff, are still in the ring, and can hustle freight as fast as the next. It has been remarked that Brother Felix Wright has been "moving" with unusual rapidity since girlie No. 2 arrived for permanent board at his home. Felix, the ladies say you are handsome, and if we were to contradict them,

many a fair one might give us the "cold shoulder," your good wife included.

"*Turn your engine at Martin and clean up for the north,*" is a message that never fails to bring the wrinkles, with a sour grape look, on the faces of Brothers H. Hill and H. L. Palmer, for it means for them no kisses from wife and babies to-day.

Brothers W. Hunt and C. Shearin, who, if not quite as old as Brother Prewitt, are just as happy, can run as well, and are good timber all the way through.

Last, but not least, come Brothers Beucini, Williams, Alexander, Barnett, Newman, Graham, and many others on the old Illinois Central, Cairo section, who have no peers in railroading science. For upright, honest, big-hearted gentlemen, our boys will take a front seat in the synagogue. "Here is luck to them, one and all. May your shadows never grow less, or your pocketbooks lighter."

As the semaphore is showing red, I must stop. Hoping to meet many of our Brothers in Rochester, I remain

Yours, in P. F.,

MOSE.

BOSTON, March 4, 1890.

Editor Railway Conductor:

Does it take a majority to rule? If so, how is the expression of the majority of the members of the Order obtained on a delegate vote in the sessions of the Grand Division?

This is a question which deserves the attention of all divisions, especially the divisions with a large membership.

There are 260 divisions, representing about sixteen thousand members. At present these divisions, regardless of membership, are entitled to one delegate each to the Grand Division. That delegate represents one vote, whether he represents a division with twenty-five members or a division with 250 members.

Under these conditions I cannot see what prevents the minority of delegates from sometimes representing the majority of members, which is obviously wrong. How can that condition of representation in the Grand Division be improved? I trust the different divisions will give this question their serious consideration, and offer some remedy at the next session of the Grand Division. It materially affects a large number of divisions, and is of important interest to Division 157, as we have a membership of over two hundred, and should, at least, have an equal representation in the Grand Division with a division with forty members, which we do not now have, as the vote of forty members, through their delegate, has the

same influence in the Grand Division as the vote of 250 members through their delegate.

It would seem to me to be fair to allow a delegate a certain number of votes, to be determined on a certain basis. For instance, let the basis be the smallest number represented by any division sending a delegate to the Grand Division, as follows: If the smallest division has but twenty-five members, that number will be the basis. The delegate representing that division will be entitled to one vote, while the delegate representing a division with 250 members will be entitled to as many votes as twenty-five will go in 250, or ten votes, which would be a just and equitable representation of divisions and members. Or the Order could (if compatible with the interests of all concerned) divide the Order into separate jurisdictions, as evenly divided as possible, and each jurisdiction entitled to a certain number of votes in proportion to the number of members of each jurisdiction, which would do away with the steadily increasing membership of the Grand Division, thereby reducing the time occupied at each annual session of the Grand Division.

W. R. MOONEY,

New England Division 157.

LOGANSPORT, Ind., March 3, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Logan Division 110 is at this writing in mourning over the loss of our superintendent, Chas. Watts, who has been promoted to the general superintendency of the northwest system of the Pennsylvania lines west of Pittsburg. Recognizing his rare good qualities, as we do, we should not be surprised at his call to a post higher; but being of a selfish turn, we thought he would stay with us, and I might add the wish was father to the thought. It has been the writer's good fortune to meet many genial, whole-souled railroad officials in his time, but never have a body of railway men, in all departments, been treated and directed in a more fair, kind, or generous manner than by Charles Watts. He goes from us after a term of eight years, and it is unnecessary to say that our best wishes go with him. He will be succeeded by Mr. C. M. Bennett, now superintendent of the first division of the C., St. L. & P., from Indianapolis to Columbus. Mr. Bennett is well known here, having served as manager of maintenance of way for several years, and next to Mr. Watts, the one most welcome.

I believe I gave you the names of the knights of the punch on the north end and promised you the names of those on the east and south ends. Well, here they are:

Running between Logansport and Bradford,

O., we have Brother S. F. Johnson, Brother T. Courtney, Brother W. S. Parks, (who, by the way, can make the worst bluff for a little conductor I ever saw) Brother C. L. Berry, (whose real name is Barry, but changed it as per Dennis Horan) Brother Andrew Jackson Osborne, and last, but not least, comes Brother Charles Dunbar, of pump sucker fame. We have between Logansport and Cincinnati Brother H. Case, Brother R. D. Sherman, (who says, "Whin I say gintlemin I mane dimecrats") Brother J. H. Railsbock, Brother George Safford, (who, by the way, is the homeliest man, barring the writer, running into this city) and Brother J. W. Finrock comprises the list.

Hoping I have not slighted any of the boys, I will close by promising you the names of our Brothers on freight in my next.

Yours in P. F.,

L. M. D.

JACKSON, Mich., Feb. 28, 1890.

Editor Railway Conductor:

DEAR SIR: In accordance with your request for short communications, I will make this short.

Wolverine Division No 182 is moving along quietly. It has'nt any boom, but is steadily gaining strength.

At the last meeting Brothers Archie Cowan and Odekirk were given the new work, and Brother Dave Sweeney was given the second degree, Brother Howard Leach acting as chief conductor and Brother Clark as assistant chief conductor. The work was handled nicely, showing considerable improvement.

Some of the members of this division believe they have been snubbed by the managers of the C. B. I. F. cigars. The facts are these: Brother Stephens, having the interests of the Order in view, wrote to the manufacturers, stating the cigars were not on sale in this part of the world, and asking for samples, that he might place a few where they would bring orders for the goods. They acknowledged receipt of his letter, and curtly (as we take it) informed him they were out of samples. He then wrote, ordering 500 of the cigars, intending to place them with dealers who would, if they sold well, handle them. They then informed him that they did not deal in such small orders, but that if he would remit \$28.50 they would send him one thousand of the cigars. Now, Brother Stephens expected that the goods first ordered would be sent C. O. D. and expected to pay for them. We may not know much about business methods, but we had supposed, and still suppose, it customary for manufacturers to show the quality of their goods before asking for large

orders, which it seems these privileged people do not do. They who are begging for the custom of the Order of Railway Conductors will deliberately insult a member in good standing, (as they could easily have ascertained) by asking him to remit before shipping the goods, are not worthy of the patronage of the Order. They could have shipped the goods C. O. D., and been secure from any loss. The most careful firms in the country do this, and in this case it would have been only common courtesy to have done so. It looks a great deal as if the quality of their goods was such that they did not expect to get a second order and so wished to make the first one as large as possible. We may be in error as to their intentions and reasons. If so, we would be glad to have information, as this case has caused a great deal of hard feeling toward the cigar people.

Brother J. D. Clark, our assistant trainmaster, is recovering from his long and severe illness. He was so ill that at one time it was thought he would not recover.

Old "La Grippe" got hold of our worthy secretary, Brother Swidensky, and kept him off the road about two weeks.

Brother Cady is at work again, after a vacation of fifteen days.

Brother John Lockwood is running a baggage car on the Grand Rapids division, as a result of our committee's visit to headquarters in his behalf. We are informed that they also succeeded in having their mileage reduced enough to even up for the extra time and trouble in running via the Air Line.

Several members of No. 182 attended the union meeting at Chicago on the 23d of February. They do not give a very glowing account of the hospitality of the Chicago Brothers, as it seems they postponed the union meeting to give one of the Brothers a chance to throw a little mud at Grand Chief Conductor Wheaton. Some of the visitors wanted to hire a suitable place and hold a meeting, on their own responsibility. Fortunately this was not done.

Brother Welcher, who has been running through passenger about a year, has moved his family to Detroit.

Brother Furlong is dealing in horses now. Ask him about it.

Brother Cowan will soon make a trip south and west.

I notice some of the Brothers are crowing about making fast runs. They ought to come over on the "Saganaw." It is 114 miles in length, and we often make the run in sixteen hours—seldom less than ten.

W. A. S.

INDIANAPOLIS, March 10, 1890.

Editor Railway Conductor:

As no one has made any inquiries as to whether the correspondent of Division 103 has been lost, strayed or stolen; I will say that he has not been stolen, but was lost in the shuffle as to getting in his work as quill driver, and estrayed so far that he got away as far as Frankfort, Ind., last Sunday, March 8, where he found that a special session of the Grand Division was called for the purpose of organizing another new division of the beautiful Order of Railway Conductors. Brother Assistant, G. C. C., C. H. Wilkins, was present as organizer, and with the assistance of the following Brothers: I. D. Baldwin, H. M. Mounts, Chalmers Brown, L. D. Hibbard, C. S. Firth, John Shugrue, Wm. Paetz, J. F. Downing, Robt. Alexander, W. H. Bowers, W. S. Losey, J. M. Gray and I. A. Finrock of 103; C. H. Arthur, Frank Campbell and J. W. Caskey of 92; M. Wendell and C. Hammond of 26; John Shaughnessy of 166, and S. J. Johnston of 79. They all assembled in Red Men's Hall, the use of which was kindly donated us by that charitable order. The special session opened with the following officers in the chair *pro tem*: C. C., C. H. Wilkins; A. C., Chalmers Brown; S. & T., I. D. Baldwin. The secretary, or quill pushing part of this chair, was good; in fact, it was what we term a rush. The treasurer part was also what we railroad men have a term for when business is not good, "bottom knocked out," although we will not be positive about this as no one had the "combination" but the secretary. S. C., L. D. Hibbard; J. C., C. S. Firth; I. S., J. W. Caskey; O. S., W. S. Losey. Everything was done in fine style, and when we got through at midnight we had a good healthy young division formed or organized, and "christened" the "Clover Leaf Division No. 254," of Frankfort, Ind., with the following officers elected: C. C., Wm. Businger; A. C. C., Isaiah Gilpin; S. & T., W. G. Sprinkle; S. C., D. S. Campbell; J. C., D. M. Bennett; I. S., J. W. Wysong; O. S., Thomas Fitzmartin. After all business was transacted, speeches and votes of thanks being in order, at it we went, and about the first one was a vote of thanks to the management of the L. N. A. & C. R. R. for free transportation furnished visiting members from Indianapolis; also the T. H. & P. R. R., and the T. St. L. & K. C., especially the K. C. R. R. officers in making arrangements, and allowing all of their conductors that they possibly could to attend or meet for the purpose of organizing this new Division, O. R. C., which shows that they most heartily approve the principles of our "Order." Then we gave a vote of thanks to the proprietor of the Coulter House for reduced rates. and the

gentlemanly manner that we were treated at this house will long be remembered by the members of 103; then the New Division made a trial on voting and they gave a big majority vote of thanks for the assistance of 103, and to the "Red Men" for their hall, also to Coulter, Given & Co., of Frankfort, for the gift of a nice frame for their Charter. Of course, everybody was happy and we had to have a few speeches; but few were inclined to make a speech. All were ready to say su'thing, but they waited outside to say it. Brother A. G. C. C. Wilkins entertained us all with a good talk, and Brother Caskey made some very good remarks; then Brother Arthur, made us a small speech which I herewith enclose, *Verbatim et Literatim*."

Brothers, you have just been made members of what will be called by some a Secret Order; then I wish to say to you that you will find that secret orders are like individuals, good and bad, and all good people readily recognize the wrong of slandering or villifying an individual; but many people can't see that there is any injustice in slandering a secret order. Outside of the social intercourse our order affords, look at the vast amount of money it pays out annually to the loved one's of our dead Brothers. Yes, Brothers, it comes as a heaven of sunshine to the poor heart-stricken widow; and it has kept many, many little children from being sent to asylums and county houses. Brothers, you all will readily admit, that every tree is known by the fruit it produces; then why not say that bad society makes bad men, or good society should make good men, or a good man will not remain in bad society, or should you let a bad man remain in good society. Let us apply the different tests whereby we can find the status of our manhood; for where there is no manhood you can not expect but little from that individual; the first one to feel the comforts of a man's presence at home is, who? His wife and mother. Then you must consider that your first duty is to provide something for them after you are gone; remember that by living up to the teachings of our Order you will most certainly provide for them while here, for instead of saloon-keepers and poker-rooms getting what you earn, you will take it home and place it where it will do the most good; while the home-ties are strong and every man who serves his company six days out of seven would like to give the seventh to his family. He can take his wife into his confidence to the extent of showing her that the new Order will make him a better husband and father; and the wife who becomes jealous of her husband's attentions to his Division meetings is breaking a scepter of power which she should wield; the older members know whereof I speak for you will get the same notice's

in time asking aid that is all from indifference to your Division meetings; carelessness makes Brother's delinquent; death suddenly overtakes you, and your wife and little one's are left to the cold charities of this world, why? Simply from the fact that you have failed to live up to the obligation that you have assumed; there is another test by which you can find whether our order is right or wrong, it is the effect it has on your calling; we can all easily understand why men reach honor and wealth, but remember to acquire it you must have the one great essential manhood; then if our order has these advantages we must certainly be in an honest calling; there is still another test by which we may know whether the order to which we belong is good or bad, it is this, what effect has it on your sense of morals and your obligation to God. We can but admit that it will effect us to a certain extent. The Bible, the closing prayer, and many other excellent truths, then most assuredly all of this should make a good impression on us Brothers. You have become members of a noble Order; then let the world judge the order by your acts; remembering that the individual behavior of just one member will reflect very seriously on the good name of many; think deeply my Brothers of the responsibility you have resting on you for the good name of the O. of R. C.

After this speech was delivered, and balance of ordinary business was transacted we closed at midnight, all tired, but happy to know that we had done a good days work, and very proud in the addition of one more Division to our noble Order. Long live No. 254 and success to its first set of officers is the most hearty wish of 103. In this connection I want to say something for one of the members of 103:

Brother E. L. Crockett is in the southwest, somewhere, as a special agent of an insurance company of our city, which is a reliable one, and should any of the Brothers in the west or south come in contact with him, or in fact any railway employe wanting insurance don't be afraid to talk to Ed. He will do you all good, for he can talk, and don't you forget it. He learned to talk when he was a boy, and he has not forgotten how, since he has grown up and quit carrying way-bills.

Yours in P. F.,
I. A. FINFROCK,
Correspondent 103.

READING, Pa., March 10, 1890.

Editor Railway Conductor:

Nicolls Division 229, is about two years old, and as yet has never sent any communication to the Order through their medium the RAILWAY CONDUCTOR, which I think is their duty to do. So in

order to let the Brothers all over this vast country know that Division 229 is alive, and in sympathy with all measures pertaining to the welfare of the Order. Division 229 has at present 53 Brothers in good standing, with 2 on the list waiting for admission. We are not so well off financially as we might be, owing to the late epidemic commonly known as the "Grip," which played sad havoc with our bank account; however, we have just closed our fair, and anticipate gratifying results, thereby replenishing our treasury.

Now, a word about our insurance: I think there are but five of us out of the 53 Brothers in this division that belong to the insurance, and the natural question is: how is it, that there are not more of our Brothers that will avail themselves of the cheapest insurance there is in this country, for such it is; notwithstanding, that some of our Brothers have tried to make us believe otherwise. Now, the trouble in this section is, that the Brothers are not paid as well, as our Brothers are in other sections; they belong to the company's Relief Association to the extent of \$3.00 per month dues. The sentiment among them is: that if we had two classes of insurance, the present one and one for a less amount, say one half of the present, it would certainly take, around here, and we who belong to the insurance, hope that the next Grand Division will formulate some plan, by which every Brother of the Order can avail himself of the insurance.

In reference to the Sunday question so oft written about, I think that the suggestions in Brother Ostrander's letter to the RAILWAY CONDUCTOR, are about the only ways by which that question can be satisfactorily settled, for it is certainly all out of the question to dispense with Sunday traffic, at least in our neighborhood.

Before I close, please permit me to say, that the RAILWAY CONDUCTOR is growing in favor all the time, and the boys are always anxious for the next one. Too much credit cannot be given you for the able manner in which you have made the RAILWAY CONDUCTOR one of the most interesting Order magazines of the day.

Yours truly in P. F.,
L. A. N.

WINSLOW, Ariz., March 5, 1890.

Editor Railway Conductor:

I noticed another misstatement in the *Railway Service Gazette* of February 13, signed "R. W.," in these words: "Perhaps it would be news to many conductors, that one half of the charter members of Aztec Division are now members of the new Brotherhood, at various points." There were 18 charter members of Division No. 85, 17 of whom are still members of this division; 4 transferred to other divisions; 5 expelled; 1 dead; 1 withdrawn to join the B. R. C.; 1 expelled and 1 transferred member joined the new organization; making 3 in all, instead of 9, as claimed by "R. W." Division No. 85 has 36 members in good standing and up to this date, only one of our members (as noted above) has joined the B. R. C.

This division was instituted by Brother John W. Mallory, D. G. C. C., and not by A. D. Butt, (who was a visitor) as stated by "R. W."

AZTECAN.



CHICAGO, March 10, 1890.

Editor Railway Conductor.

Below find report of the organization of Division 254 at Frankfort, Ind., on Sunday March 9.

A special session of the Grand Division was opened at Frankfort, Ind., in Red Men's hall at 3 p. m. with the following officers pro tem: C. H. Wilkins, C. C.; Chalmers Brown, Division 103 A. C. C.; I. D. Baldwin, Division 103 secretary and treasurer; L. D. Hibbard, Division 103 S. C.; C. S. Firth, Division 103 J. C.; J. W. Caskey, Division 92 I. S.; W. S. Losey, Division 103 O. S.

The following charter members were present and were regularly constituted into a regular Division. The work being exemplified on three candidates in full. D. M. Bennett, Thos. Fitzmartin, N. C. Word, J. W. Wysong, Isiah Gilpin, W. G. Sprinkle, D. S. Campbell, J. W. Walls, J. W. Daley, J. L. Hazeltine, S. W. Merrill and W. Businger, the last two being transferred from Divisions 124 and 103 respectively. Taking a recess until 6:30 p. m., when Brother Brown, C. C. of Division 103, took the chair as C. C., and Brother Caskey of Division 92, the chair of A. C. C. The work was exemplified in full after which the new Division elected the following officers: C. C., Wm. Businger; A. C. C., J. Gilpin; Secretary and Treasurer, W. G. Sprinkle; S. C., D. S. Campbell; Jr. C., D. M. Bennett; I. S., J. W. Wysong; O. S., Thomas Fitzmartin; Division Committee, J. W. Dailey; N. C. Word, J. L. Hazeltine; Delegate, S. W. Merrill; Alternate, Wm. Businger. The officers were then installed, Brother Brown acting as marshal. The name and number of the new Division is Clover Leaf Division 254. This Division was certainly given a good send off in that the work was exemplified in a manner that was very creditable to those who took part, and my thanks are due and are hereby tendered to all the Brothers of the Order who assisted me in the organization of this Division. There were members present from Divisions 6, 26, 92, 101, 103,

166, and the new Division was given a good idea of the work and teachings of the Brothers by remarks from Brothers Arthur, Caskey, Mounts and Brown.

I believe that great good will be accomplished by this Division. They have certainly manifested more than usual interest in the organization of this Division as they were robbed of their money once by the man having the matter in charge, and he a member of the Order, notwithstanding this, they have carried the matter through to a successful termination, and deserve great credit for it. and from this fact I derive great consolation, feeling that the interest which has carried it thus far will still be maintained to the end, that while they will not be very large with regard to numbers, they will be one of the best in the Order. Great credit is due Brother Mounts for the interest which he has manifested in this new Division, and the Brothers of the new Division feel under obligation, and at the same time thank him for the interest manifested and assistance rendered. The Division passed a vote of thanks to the management of the L. N. A. & C. R'y and the T. St. L. & K. C., for transportation furnished the Brothers, and especially to the superintendents and trainmasters of the last named for their kindness in arranging to permit so many of the Brothers to attend; also to the proprietor of the Coulter House for reduced rates, and to Coulter, Givin & Co., for handsome frame for charter, and the Red Men for use of hall which was donated for this meeting. After spending the time so well and profitably for three hours the Division closed at 12:30 a. m., well satisfied that a good days work had been done, and with the hope that great good may be derived from this new link in the Bond of Union which unites us as a band of Brothers. On Sunday March 16, I expect to organize a new Division at Portland, Me., which will also fill a long felt want. Hoping that both the new Divisions, may as I fully believe they will, be an honor to the Order. I remain as ever yours truly in P. F.,

C. H. WILKINS, A. G. C. C.

Editor Conductor:

Replying to your request to "write a review" of *Looking Backward*, I am obliged to confess that I have not yet read the book in question, although a copy of it has been in my hands for some three or four weeks, and ordinarily it would have been finished within a day or so. If you had simply asked that I write a notice of the book, that would easily be accomplished, and I could say, that a copy had reached us from the publishers, and honestly say, from a brief inspection, that it is a book that should be read by every American citizen, and it should be read carefully and thoughtfully, and express my belief honestly enough, that any reader of the CONDUCTOR who would invest one dollar in the book and read it, would never regret the cost or the time, if he has the slightest interest in the welfare of our nation and his own descendants. It certainly should be read by every member of any labor organization, and it should and I believe will, furnish food for thought to members of the Order of Railway Conductors, but when it comes to a request to write a review, do you have any idea what your request might lead to? Will you surrender to me, space enough in the CONDUCTOR to review this, to say the very least, peculiar book and the ideas expressed therein? I do not flatter myself as being competent to review or criticise such a writer as Mr. Bellamy, but had I the time, I would have no hesitation, and in fact would be pleased to comment upon it at considerable length.

The fact that Mr. Bellamy's book has received the serious attention of scholars and statesmen, proves that it is not merely a time-killer, but that it may possibly contain the germs of a new civilization, as yet undreamed of except by its author. It may be a question with some, as to whether or not the intent of the author was anything more or less than a huge joke, and it may be suspected by some, that he is even now enjoying himself with the commotion and discussion that has been caused; be that as it may, the result is none the less definite, and it is none the less certain, that the possibilities of A. D. 2000 are being earnestly discussed by thoughtful men. The great problem of this generation, the problem which has been steadily increasing in importance since the federation of the thirteen states, and the one beside which all others pale into insignificance, is the

labor problem. The "irrepressible conflict" between capital and labor is being urged with increased energy every day. The laborers of the United States are only just beginning to learn their power, and it seems to me, that nothing can be more certain than dire disaster to all, if that power shall ever be exerted unwisely in its full force. Is it not within the bounds of possibility, that the labor Sampson, in its blind endeavors to escape from the tyranny of monopoly, may destroy our whole social fabric, and from the chaos, result a reign of terror incomparably more terrible than that succeeding the French revolution? Is there not a distinct and increasing tendency toward anarchy? Will there be wisdom enough to bring about a readjustment of the social and financial conditions of to-day without bloodshed? And if without bloodshed, will it be in the path outlined by this book? Is it possible, that the Creator intended that thousands of human beings should suffer and starve, in order that one may have the satisfaction of piling up millions that he cannot use? Should present conditions continue in existence or rather continually get worse for the laborer, is it at all unlikely, that the sufferers may not adopt

"The good old plan,

Let him take who has the power,
And let him keep who can."

Is there a question in the mind of any man, as to the ability of labor to take what it wants, if it shall ever become united and determined?

These are not idle questions, but are of vital interest, and the man is deceived who refuses to consider them, thinking that they are but temporary and that he can avoid the consequences in the future by refusing to consider now.

However, this is not much in the line of a review of *Looking Backward*, but it is a brief outline of some of the questions that are brought forcibly to our notice, by a consideration of the plan proposed by the writer, for the solution of nothing more or less than the labor problem; the old, and yet ever new struggle of capital vs. labor.

Should time and opportunity offer, I may in the future ask your forbearance and make some comments on Mr. Bellamy's plan, meantime, to yourself and all I say, *read* the book. I commenced it when first placed in my hands, and while I have glanced through, I have not yet *read* half of it.

Yours truly in P. F.

WM. P. DANIELS.





BUTTE, Montana, Feb. 14, 1890.

Editor Railway Conductor:

Much has been written in the past, and the discussion still continues, about insurance. I think the floating and familiar subscription list can be buried out of sight if it can be made a serious offense for any division to start such lists. If they choose, let them chip in among themselves, but it's an outrage to make such lists out and spread them broadcast over the land. If there is a penniless widow, left so by the shiftlessness of her deceased husband, why should I, and thousands of others, have a pitiful subscription list shoved under our nose? What difference does it make to some good, hard-working conductor down in Vermont if there is a conductor's widow in poverty over in Oregon?

This subscription business is just like a man walking deliberately into the clutches of the law, and then appealing to the judge to "think of his wife and family." He, and not the judge, should have thought of the wife and family, and steered clear of the law.

I have known several instances where conductors' wives were averse to O. R. C. insurance, claiming that the money was thrown away. We all know that improvidence is the leading characteristic of railroad men, with no thought for the future, and some day there is a rip, bang, smash, and out goes their life. Shortly after along comes the inevitable "\$5, paid," "\$3, paid."

In looking over the pages of the journal, I have often wondered why E. E. Clark did not inquire into the matter of insurance. Of course, he has his instructions, and knows best. A few remarks, spoken at the right moment, might have a good effect, as we are all more or less impressed. In his travels, E. E. Clark meets but few members who don't jingle some loose dollars in their pockets, and if talked to the right way would cheerfully join the insurance association, where, if left to themselves, will jog along without bothering, and tell you "it is time enough to bid the devil good morning when you meet him."

J. B. R.

HELENA, Montana, March 2, 1890.

W. P. Daniels, Esq., G. S. & T.:

If you have space please insert in next number of CONDUCTOR, the following resolutions by Helena Division 243, this date:

Resolved, That Helena Division 243, will not donate any more money to any Brother of the O. R. C. unless he is a member of the insurance.

We have contributed so far to all appeals for aid, and have decided that if a Brother will neglect his family himself, and not take out any insurance he must stand the blame, and not us, who pay our money every month to support the beneficial department. Too many say I am in good health, and if anything should happen I will have my Division send out a circular, and get as much or more than I would if I paid insurance every month. Brothers, this is not right, either come in the insurance, or do not send out any circulars for assistance. Division 243 has lost two members by death lately, and had others sick and taken care of them without sending to outside Divisions the circular which is becoming too common with the O. R. C. at present. If we had no benefit department it would be different, but with the best in the world (as I think) there is no excuse for not becoming a member of it. I am a single man and carry (\$8,000.00) eight thousand dollars insurance. How many Brothers having families dependent on them can say the same.

Yours in P. F.,

ASA WILDER,

S. & T. 243.

From a letter just received at this office we learn, that Hollingsworth Division No. 100, Columbus, Ohio, will hold a special and Union meeting on the 3d Sunday in March, which occurs on the 16th of that month. One session will commence at 10 o'clock, a. m., the other at 2 o'clock, p. m., to which all the members of the Order, both far and near, are invited, by order of Hollingsworth Division, through their Secretary, Brother Gus Shipley. We trust that all members who can find it convenient to attend this Union meeting will do so, and help out the members of this division, for by doing so they can also help themselves in the knowledge and work that may be laid out for them to do.



JOHNSON, MRS. F. A.—At a regular meeting of Milbank Division No. 99, O. R. C., the following resolutions were adopted:

WHEREAS, It has pleased the Great Ruler of the Universe to remove suddenly and unlooked for by death, the kind and loving wife of our esteemed Brother, and

WHEREAS, As we bow submissively to the will of a divine power, we know that our Brother has sustained a great loss—a loss which no earthly friend can fill. How lonely will be his home without his treasure. Gone, but not forgotten, she was a friend to every one, a cheerful companion and a true Christian woman; therefore be it

Resolved, That we, as Brothers, most sincerely sympathize with our Brother, and extend to him our heartfelt sympathy in his great bereavement; and be it further

Resolved, That as a token of esteem to our worthy Brother, a copy of these resolutions be spread on our minutes; also that a copy be given our Brother, and a copy be forwarded for publication in the RAILWAY CONDUCTOR.

JAS. R. MCLAIN,
W. L. LEONARD,
J. E. HORN,
Committee.

At a regular meeting of Palmetto Division, 208, O. R. C., the following was ordered published:

The dread avenger, Death, has again invaded our ranks, and claimed another worthy and zealous member of our Order.

Brother Henry Ravenel is no more. Young, vigorous, and with health and energy, giving promise of long life and usefulness, he has been suddenly summoned by the Grand Chief Conductor of the universe to join that Heavenly order, to which sooner or later we will all be called.

Our departed Brother was possessed of a disposition meek and child-like in its simplicity and purity of purpose; confiding and fraternal in his intercourse; assiduous and faithful in discharging responsibilities and duties, and over zealous, perhaps, in his aspirations to excel in his avocation,

he met a fate which might befall any in their efforts to advance their usefulness, inspire confidence, and enlist commendations.

Brother Ravenel's calm and peaceful death, in full consciousness of its approach, evidences his life to have been such, that the summons came with no terror to him; but with Christian courage he gathered around him those near and dear, and with a fortitude as remarkable as it was consoling, bade a final farewell, and peacefully entered the realms of bliss.

Be it *Resolved*:

1. That in the death of Brother Henry Ravenel Division 208 has lost a worthy and faithful member, and the Order of Railway Conductors a zealous and true co-worker;

2. That we deplore his death with unfeigned sorrow, and extend to his widow and children the expression of our profoundest sorrow and condolence in their loss;

2. That our charter be draped in mourning for thirty days, and a page in our Minute book be dedicated to his memory as a mark of respect;

4. That a copy of these proceedings be sent to the widow of our deceased Brother, and that this preamble and these resolutions be published in our daily morning papers, and in our journal, THE CONDUCTOR.

By order:

W. H. EVANS.
Sec. and Treas.

CAMDEN, Feb. 10, 1890.

At a stated meeting of Camden Division No. 170, Order Railway Conductors, held February 2, 1890, the following was unanimously adopted:

WHEREAS, God, the supreme ruler of the universe, having seen fit to remove from our midst our esteemed Brother, and Past Chief Conductor, James G. King

Resolved, That in humble submission to His will, we bow, and are conscious of our great loss.

Resolved, That in his death we have lost a true Brother, and his family an upright, loving husband and father.

Resolved, That those traits of character which

have endeared him to us, and all who knew him, are worthy of emulation, and to be held in lasting memory.

Resolved, That this division extend to the stricken wife and family, our heartfelt sympathy in their bereavement.

Resolved, That these resolutions be placed on the records of the division, and a copy be presented to his bereaved family, also a copy sent to the RAILWAY CONDUCTOR for publication.

A. E. LUDLOW,

J. P. ANCKER,

E. G. BLAISDELL.

Committee.

SAN FRANCISCO, March 2, 1890.

To C. C. officers and members, El Capitan Division, No. 115, O. R. C.:

We, your committee appointed to draft resolutions of respect on the death of the wife of Brother G. F. Nightingill, (Mrs. Kittie Nightingill) beg leave to submit the following resolutions of respect:

At a regular meeting of El Capitan Division No. 115, O. R. C., held at their hall, March 2d, 1890, the following preamble and resolutions were adopted:

WHEREAS, The Omnipotent Ruler of the universe has seen proper in His inscrutable wisdom to take from life unto death the dearly beloved wife of Brother G. F. Nightingill, therefore be it

Resolved, That in the sudden death of Mrs. Nightingill, the husband, the family and the community have suffered a loss irreparable.

Resolved, That the membership of Division No. 115, O. R. C., and kindred fraternities extend to Brother Nightingill, the family and the many warm friends their heartfelt condolence in their great bereavement.

Resolved, That the above resolutions be spread upon the minutes, a copy sent to Brother Nightingill, also a copy sent to the CONDUCTOR for publication.

After an illness of one week's duration, the life so bright and hopeful, ere the meridian was attained, the rosy evening was changed into the dawning of immortality without prolonged suffering.

The voice is hushed, the warm heart has ceased to beat and the hands are crossed in death, and the spirit has flown to that beautiful city whose gates are inlaid with priceless pearls; joined those in the great beyond.

Thus 'tis:

Death calls forth the bitterest anguish and the sweetest rest; it opens the gate to joys unspeakable or woes eternal.

Death, the king of terrors which pains and soothes.

Death, the night of rest, that comes after the toils and struggles of a weary day.

Death, the sweet impressive calm that follows when the storm has passed.

Death, an opiate that softens, soothes and tranquilizes when the fitful fever of life runs high and the throbbing heart beats on and on.

J. D. MAN,
J. E. DILLON, } Committee.
G. S. SMITH,

DANVILLE, Ill., March 9, 1890.

Brother Bert Kent, died of dropsy March 3, and was buried March 5. At a meeting of Danville Division 118, held at their hall, Sunday March 9, the following resolutions were passed:

WHEREAS, It has pleased the Almighty God in His infinite wisdom, who doeth all things for the best, to remove from our midst, our beloved Brother, Bert Kent, who died at his home on North Vermilion street, at 10 o'clock a. m., Monday March 3, surrounded by relatives and friends, and,

WHEREAS, He was taken away young in our membership, we feel that by his death this Division has lost one, who would have been an earnest worker, and be it

Resolved, That this Division extend to the bereaved wife and parents our most profound sympathy, in this their sorrowful affliction.

Resolved, That our charter be draped in mourning for thirty days as a token of esteem and respect in which our brother was held; and be it further

Resolved, That these resolutions be spread on the minutes of this meeting, and a copy sent to the wife and parents of the deceased, and a copy sent to the RAILWAY CONDUCTOR, and each of the daily papers for publication.

S. H. DAVIS,
F. W. SMITH,
M. FITZPATRICK,
Committee.

WINNEMUCCA, Nev., March 5, 1890.

At a special meeting of Geo. C. Cornwall Division No. 94, O. of R. C., Feb. 20, 1890, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Almighty God to remove from our midst, the kind husband and esteemed brother F. M. Bennett, be it

Resolved, That we do most sincerely tender our heartfelt sympathy to the bereaved wife and daughter.

Resolved, that these resolutions be placed upon

the records of our Division, and a copy be sent to the family and to THE CONDUCTOR for publication.

A. E. LOTHROP,
FRED T. BENSON,
Committee.

DENVER, Col. March 7, 1890.

WHEREAS, It has pleased our Heavenly Father in his wisdom to remove from the home of our dear Brother Gordon and wife, their little son to his Heavenly home, under the care of the good shephard who will for ever guide him.

Resolved, That Denver Division, No. 44, extend to Brother Gordon and wife, its heartfelt sympathies in their hour of affliction.

Resolved, That a copy of these resolutions appear in the minutes of this Division, and a copy be sent to the RAILWAY CONDUCTOR for publication.

Yours, in P. F.,
C. C. GRAVES,
S. & T.

Quaker City Division, No. 204.
PHILADELPHIA, Pa., March 9, 1890.

DIED—On March 3, 1890, after a lingering illness at her residence in Chester, Pa., the wife of Brother I. G. Happersett.

WHEREAS, Our dear Brother has been, by the cruel hand of death, bereaved of a loving and dutiful wife, and his children deprived of a tender and affectionate mother, and, as in times of such affliction the sympathy of true friends is doubly dear, and comforts the mourning spirit in its sorrow and distress, be it

Resolved, That in the bereavement that has come to our Brother; we have with him the blessed assurance, that "He doeth all things well, and though sorrow may endure for a season, yet blessed be the Lord, joy cometh with the morning."

Resolved, That we his brothers, who rejoiced with him in his hours of gladness, feel that now, in the days of his affliction and grief, our hearts yearn out to his, and in the true touch of fraternal affection, we, too, feel the desolation, that has fallen upon him, and mourning with him hope the sooner to bring the healing balm that comes on the wings of time, to soothe the most grievous wounds. "Behold, we count them happy which endure."

Resolved, That this expression of condolence be spread upon the minutes and published in the RAILWAY CONDUCTOR.

E. T. MACVEIGH,
C. H. SLOANE,
Committee.

Our A. & P. people will be pained to hear that Frank Prohaska, formerly a conductor on this road, died recently in Central America. The particulars are contained in the following letter:

PORT SIMON, Costa Rica, Central America,
Jan. 31, 1890.

DR. J. P. BOOTH. Dear Sir: For the benefit of the many friends of Frank Prohaska, please announce in your paper his death which occurred here Jan. 29, and was caused by billious remittent fever. I have notified his lodge at Winslow, also his sister, Mrs. Annie Hefte, in Iowa City, Iowa. Poor Frank was only sick three days. We buried him yesterday. Have sent his sister a draft for all the money he had, \$1,219.89. The boys here are going to erect a head stone at his grave. Have asked Conductor Roberts to look after his insurance.

He passed off very peacefully; was conscious up to within an hour of his death, and said he suffered no pain. Remember me to all friends in Needles.

Respectfully,

C. C. DODD,
Booths Bazoo, Needles, Cal. Feb. 15, 1890.

CHICAGO, Ill., March 18, 1890.

Editor Railway Conductor:

At a regular meeting of Stanchfield Division No. 41, on Sunday, March 9th, 1890, the following resolutions were unanimously adopted:

WHEREAS, Almighty God has seen fit to remove from its earthly home and parents, the infant daughter of our esteemed and worthy Brother Geo. H. Laiser; therefore be it

Resolved, That while we bow in humble submission to the one that doeth all things well, we none the less sympathize with our Brother and his estimable wife, in this their hour of affliction; further

Resolved, That these resolutions be made a part of the minutes of this meeting, a copy be sent to the parents and a copy be sent to the RAILWAY CONDUCTOR for publication.

Cheer up, Brother and Sister, weep not for thy little one, for thy loss is Heaven's gain, for God hath said: "Suffer little children to come unto me, and forbid them not, for such is the kingdom of Heaven."

L. S. CLARK,
J. R. OLIVER,
Committee.



To the wives of all Railway Conductors I affectionately dedicate the following verses:

While sitting by my fireside this lonely Sabbath night,
While our little ones are sleeping, dreaming of the angels bright—

While my husband, a conductor—on the great C. B. & Q.—
Is toiling through this snow storm—I'll talk awhile with you.

You the wives of all conductors, in this great land of ours
To you in northern climes—and to you mid southern flowers,

To you our sisters in the east, and to you in western lands—
I come this night to greet you—and to take you by the hands.

Let us talk awhile together—of our joys and sorrows too—
Of our hopes and disappointments, and the good we all may do.

By being more united—as their wives we ought to be,
And prove ourselves a blessing, to the noble O. R. C.

While some of us are happy—and have plenty laid in store—
There are others who can hardly keep the wolf from out the door.

There are some who glide quite smoothly along the path of life.

And some others who are roughly tossed—amid the toils and strife.

There are some who have great trials, and hardships hard to bear.

And death has entered in some homes, and claimed our darlings fair.

Children, husbands, wives and friends—we have laid away to rest—

While their spirits now are resting, in the mansions of the blest.

The signal lights are fading—the train moves slowly on.
We hear the angels whisper—"another brother gone."
His last long run is over—the watch word is "on time"
And loud they sing his praises—all along the line.

How sad we are to-day, midst tears, and blooming flowers.
Who knows but on the morrow, it may be one of ours.
Just when this train is coming—our time cards can not tell—

And He will shout the "all aboard" who doeth all things well.

Life is not sunny all the way, we have the clouds and rain.
And when the darkness disappears—the sun light comes again.

So in our lives we find it so, the shadows and the showers—
The winter brings its frosty breath—the summer brings its flowers.

What! my clock has called the time, the lonely hour of two—
Still the children sleep—I'm talking still with you.

I hear a train a coming—yes—I see his lantern bright.
He has given me his signal—so dearest friends, "good night."

[Written and Composed by Mrs. C. A. Rouse, Corresponding Secretary of the Ladies Auxiliary to the O. R. C., Creston, Iowa, March 1, 1890.]

PHILADELPHIA, Pa., Feb. 28, 1890.

We are pleased to have the opportunity of saying a few words in regard to our auxiliary, which I think we can truthfully say is thriving wonderfully, and all our motives in organizing have proved effectual, as we have been organized one year this month, and our object is to assist the O. R. C. and their families. For moral, social, and charitable improvements, and comfort. It is our aim as well as being charitable to unite our families in one common cause—that of elevating us as railroad people. These admonish us to extend fraternity, and render at all times, such assistance as may be consistent without neglect to homes or families. And I am pleased to say we are not any way discouraged with the progress of our Division. Instead of relinquishing our hold on it, we are still grasping it tighter, and the older our Division grows, the more interest is manifested in it. We have thirty-one members in good standing, and expect several more propositions. We have also a considerable sum of money in the treasury, as we are a beneficial society, and have been fortunate enough not to have any claims for benefits, and hope that we may still continue so. Our dues are not very high, so therefore, our benefits cannot be very steep; but at the same time a little is better than nothing. We have had several socials this winter, and have had very pleasant times. Our last one was held at Sister A. H. McCauley's, previous to her leaving the city, and will be a pleasant remembrance in our minds for some time. We elected our new officers the last meeting in December, with Sister Springer as president, and re-elected Sister A. H. McCauley, secretary. We appreciate the interest Sister McCauley has taken in us very much, indeed we cannot speak too highly of our auxiliary, and with the interest and kindly feeling that exists between the members, we surely cannot do any-

thing else, but prosper and be a success. And we would ask all the O. R. C. members and their wives to take an interest in the auxiliaries, as I think it is a grand cause, and one that every railroad family should feel interested in.

MRS. BENJ. WILTSE.
Corresponding Secretary,
Div. 5, L. A. of O. R. C.

CLIFTON FORGE, Va., March 3, 1890.

Editor Railway Conductor:

Being an O. R. C. man's wife, of course I feel interested and read the CONDUCTOR, especially the ladies' department and communications with pleasure. It has been quite a while since I saw a line in it from this part of the country; and as we have had quite an enjoyable affair in the way of a supper for the benefit of Blue Ridge Division, I thought perhaps it would be of interest to some of the many readers to have a brief sketch of it through the CONDUCTOR.

The last three evenings in February were set apart for the occasion. Despite the unfavorable weather, the town hall was filled with guests, who were entertained at intervals with solos and duets from some of our fair maidens, which brought flattering applause. Mrs. Shular also displayed her artistic work in the way of a banner for the occasion which graced the stage; on the front was the name and number of Division in beautiful silver letters, at the bottom suspended the three emblems of the degrees of the Order, red, white and green lanterns, which attracted the attention and admiration of not a few of the old conductors. Chas. Haynes on the Huntington Division and C. J. Hunter on the James River Division were selected to run for a fine lantern, also Miss Ella Boswell of this place and Miss Nettie Harlar of Charlottesville, for a nice rocking chair, both to be decided the last evening. Captain Haynes won the lamp by a large majority. Miss Harlar was the successful one in getting the chair, the contest being so close the committee thought it but justice to present Miss Boswell also with a present.

In addition to the supper, dancing was advertised for the last evening, and one can well imagine the hall was filled to its utmost capacity. Most of the lady dancers came in ball costume and seemed to enjoy the music, which was rendered by the orchestra. Capt. Chas. Gay, J. W. Gentry, floor managers. F. S. Shaw presided over the cash box. The ladies who waited on the tables were kept very busy. The best of order was kept throughout the entire occasion; all was music, laughter and gaiety until the "wee hours" rolled on, the crowd

began to drop off, the cream low in the freezers, the ladies at the tables tired, and all said "let us go home."

Judging from the weight of the cash box, the writer would think the Blue Ridge Division might imagine itself as rich as a Vanderbilt. It would be but justice to say that Mrs. Pugh, Mrs. Shular and others of the conductor's wives deserve a gold medal for their faithful efforts and labors in the affair. The marked success of the entire occasion was largely due to the energy of Conductor Shular.

Long live the noble order of R. W. C.

"WEAL."

SIoux CITY, Iowa, March 1890.

Editor Railway Conductor.

With a wee bit of woman's curiosity I opened a volume of the RAILWAY CONDUCTOR, wondering what would be its contents; the first volume I had seen. After scanning it through I turned back and eagerly read page after page till a whole afternoon had been spent, and the four volumes received, quite thoroughly read. I found expressions of pure thought, words and ideas calculated to stimulate the better part of one's being, a standard of morality that could vie with any of our best publications. Some one says "tell me your friends and I will tell you what you are." Why not add tell me what you read and I will tell you what you are. Of all classes of men who need to select their reading and friends wisely, are those who are most away from home and home influence, and among the greatest number of that class are railroad men.

In volume seventh in the mentions, I found something from the editor's pen. Beginning it is a long road, that has no turning. Where he speaks of "when the average railway employe was looked upon by the average inhabitant as a little below par in the scale of humanity and decency. But upon investigation we find there has been a change, and he asks which has done the most to bring about the reformation, the officers of the system by which you have been employed, or the associates with whom you have been connected?"

Can we not safely say both, and add also of what your reading consists; but mostly association. Choosing pure companions we grow pure in thought and deed. And going with those of a low standard of morals, what first seems repulsive become pleasant. And what at first one recoils from after awhile is sought. But we say with Galileo "the world moves, and so the great mass of human beings dwelling on the earth." Humanity is on the advance, we are too apt to repine because we see so little of the result of the good

work being done, and at times become so discouraged that we slacken our efforts, tired of the conflict, but science teaches that the "tear of despair shed to day, may appear to-morrow in the rainbow of hope." And surely we may see the truth of the assertion, for do we not find to-day better men and women among a class (railroad men) of people who were once almost ostracized from the best society? Men and women who are to-day capable of filling any position among the best; proving that the world has moved socially as well as intellectually and morally for those in the railroad ranks. True we do not yet behold them in the zenith of their glory, but the time is surely coming, when they will as a mass be ranked among the better class.

There is much depending upon the wives and mothers of all railway men, for we are perfectly aware that a proper influence exerted in the right way will always produce a good effect.

There is a great work to be accomplished by women, for by the elevation of women the conditions of mankind are benefitted. In their hands as it were rests all that is good and beautiful; all that is gentle and lovely; an influence for the better felt, by all with whom they come in contact, or they may throw a mantle of darkness so vile, so polluted and low that the very atmosphere they breathe leaves its lasting impression upon all in their presence. How I blush for women whom I so often see in my travels that are carrying on a little innocent (?) flirtation as they call it.

O, woman! woman! stop and think. You are looking to-day through dim shadows, a to-morrow will dawn when there shall be a clearer light, and the mantle that has covered you will fall, and you will see each other in all the grandeur of a pure life, or stand in shadowy darkness caused by misdeeds.

Go up higher out of the narrow animal life, and into the pure realm of being. Learn to live justly

and wisely, and learn that we cannot live for ourselves alone.

Welcome the glad day bringing a better and purer humanity.

Your Friend,

AUNT KATE.

KANSAS CITY, Mo., March 16, 1890.

Editor Railway Conductor:

As we read and re-read "At Eventide"—by wife of Grand Chief—our eyes filled with tears over the beautiful thoughts expressed in such a sweet way, and one of our chief regrets is, that we did not meet the gifted author during our trip last May. But from the sentiments of the beautiful poem, written from the depths of the heart: 'ere long, we too shall pass through the golden gates of the Heavenly harbor and meet one another there. "At last it will all be clear." What a beautiful thought? Can we wait not and be at peace.

K. BROWNE.

TEACH

YOUR GIRLS

YOUR BOYS

To sew.	To have nothing to do with gambling.
To cook.	To neither drink, smoke, nor chew.
To mend.	To like home better than the street.
To be gentle.	To refrain from bad language.
To value time.	To employ their time usefully.
To dress neatly.	To shun evil companions.
To keep a secret.	To abhor trickery or cheating.
To be self-reliant.	To be temperate in all things.
To avoid idleness.	To be punctual and prompt.
To mind the baby.	To be generous and kind.
To darn stockings.	To be obedient always.
To respect old age.	To be courteous to all.
To make good bread.	To be cleanly and neat.
To keep a house tidy.	To respect old age.
To control their temper.	To speak politely.
To be above gossiping.	To be honorable.
To make a home happy.	To be truthful.
To take care of the sick.	To be thoughtful.
To humor a cross old man.	To be unselfish.
To marry a man for his worth.	To be cheerful.
To be a helpmate to a husband.	To be gentle.
To take plenty of active exercise.	To be brave.
To see a mouse without screaming.	To swim.
To read some books besides novels.	To think.
To be light-hearted and fleet-footed.	To work.



J. F. Johnson has been appointed general yard-master of the Central R. R. & Banking company, of Georgia, at Columbus.

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Capt. L. C. Young has been appointed supervisor of passenger service at Savannah, of the Central R. R. & Banking company, vice Capt. J. E. Gee, resigned.

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V. R. Dwinelli has been appointed train master of the Northern and Texas divisions of the Mexican National railroad company, vice L. D. Coppoit, resigned.

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R. C. Fitts has been appointed general yard-master at Albany, vice J. T. Johnson, transferred to the Savannah and western division of the Central railroad of Georgia.

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Any one knowing the present address of J. M. Usher and E. J. Shampain, will confer a favor by notifying G. O. Miller, 119 Manson street, Waterloo, Iowa, Secretary and Treasurer Johnson, Division No. 67.

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Brother G. S. Green, member of Queen City Division No. 60, sends us his card which reads: "G. S. Green, City Restaurant, Manito, Ill." Success to you, Brother Green, in your new venture.

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In a letter to Brother Daniels from Brother Dana Brown, Carson City, March 3d, we learn that he has received a position in the United States Mint at that place, at a salary of \$1,800.00 per year. All will congratulate Brother Brown in his prosperity.

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From a reliable source we learn that Brother J. H. Archer, member of Division No. 14, Cleveland, Ohio, has been appointed by Manager Jewett, to the position of chief car inspector of the Mahoning & Shenango Car Service Association. Allow us to congratulate you, Brother Archer, while we hope that your new position will be a pleasant one to you, and also your services found very acceptable to the company.

From a card received from Brother C. S. Millard, dated Sioux City, March 5th, we learn that he has just received the appointment as train master and master mechanic of the Sioux City & Short Line railroad. Everyone will be glad to hear of the Brother's good luck.

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Altoona, Feb. 14, 1890, at the residence of the bride, No. 649 Cumberland street, Harrisburg, on Jan. 21, our genial Past Chief Conductor, E. H. Sell and Mrs. M. E. Palmer were united in marriage by Rev. Dr. F. F. Everett. May their pathway through life be strewn with flowers is the wish of his brothers in P. F.

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If Brothers O. B. Fredricks, E. N. Bettinger, C. F. Carham, Thos. Carlisle, H. A. Cox, R. G. C. Jenkins, E. L. Gilboy and A. J. Galloway hear of or see this notice will they please write to Grove H. Benson, Secretary Division 173, or will any brother knowing there whereabouts inform Brother Benson, Chadron, Neb.

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Brother Frank J. Easley, member of Montezuma Division No. 70, East Los Vegas, N. M., has been appointed chief clerk in charge of the superintendent's office, with authority to act in the absence of the superintendent. His authority will be respected by employees of all departments.

Signed: H. N. MUDGE.

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Commencing Monday, March 3d, Mr. E. D. Nash will, in addition to his present duties, have charge of the locomotive engineers and firemen on the central, northern and western divisions of the Central Vermont railroad. Mr. Samuel Fox will have charge of the engine houses at St. Albans, and all machinists, carpenters and wipers employed therein, and engineers and firemen subject to Mr. Nash.

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In our advertising columns the readers of the CONDUCTOR will find the advertisement of the Brazilian Specific Company, New York. This medicine is a blood purifier, and comes before the public well recommended, as private letters from members of the Order testify, and if any should

be in need of such a remedy, and see fit to try its curative properties, we shall feel under obligations to them if they will notify us of their experience in the use of the same.

In this number appears the advertisement of Jos. P. Wathier. A perusal will repay any conductor who wishes to purchase a watch. Mr. Wathier is thoroughly responsible, and his customers may depend upon his goods being exactly as represented.

Send for Garden City Galop, by Mrs. Lizzie Leggett, illustrated title, World's Fair Chicago; price 50 cents. This galop is both brilliant and attractive, and well deserving of your notice. Published by W. I. Leggett, Galesburg, Ill. Sent to any address on receipt of price; postage stamps accepted. Brother Leggett is a member of Galesburg Div. No. 83.

We hear encouraging news from the Grand Officers who are in the field. Brothers Wilkins and Clark, both of them, have recently finished long trips through different sections of the country, and as far as we are able to learn, they have been cordially received, and good reports come from the services that they have been able to lend to the members of the Order in the different sections where they have visited.

We thoughtlessly omitted in our last issue to return our thanks to W. C. Brown, Superintendent of the Iowa lines of the C. B. & Q. railway, for permission to copy the elegant address that he delivered at Tabor, Iowa, sometime since. And while he is a personal friend to us, we know that he has too much good sense to even think that we purposely omitted to make a proper acknowledgment at the right time, for his kindness, in giving us permission to print so elegant an address,

There are at the present time three or four new charter petitions, which will call for as many new divisions to be organized during the month of March. Still the good work goes on, and we trust that these new divisions may be started under pleasant and profitable circumstances, so that their standing may rank with the most prominent in the whole Order. As soon as organized, we will give the readers of the CONDUCTOR the name and number of each division, as also the place where they are located.

From a communication from Brother John Hollinger, Secretary of North Star Division, Winnipeg, Manitoba, we learn that he has been terribly afflicted, as his whole family have been very sick

and one of the little flock, tired out and weary, dropped by the way side, going all alone, at the age of 4 years to join his playmates in a land where sorrow and tears are never known. We trust that the good brother and his good wife, will through us accept the sympathy of the Order in this their sad distress and affliction.

We hear good reports from the meeting which was held at Sedalia, February 22d and 23d. There was a very good attendance, and we learn, that the principles of the Order of Railway Conductors were thoroughly discussed in that meeting, and trust that a fraternal feeling was re-kindled, that will last for some time. We are glad that the members of Division 60, who were so earnest in making this meeting a success, were more than pleased with the results; also, with the reception. The ball, on the evening of the 21st, was a decided success.

New Continental Hotel, Buffalo, N. Y., Bryant & Miller, proprietors. Brother Bryant is a member of Division No. 2. We hope that any members of the Order who may chance to pass through Buffalo, and have a few moments time will give Brother Bryant at least a pleasant call. Shake hands with him, inquire after his health, and if you are in Buffalo over night put up with him. In this way you may be able to help the brother along in this worlds' goods, a little, and become acquainted with both him and his partner, Mr. Miller.

Guinn House, Hot Springs, Ark., L. S. Smith, proprietor. Brother Smith is a member of Division No. 6. His house is convenient to bath houses, banks and postoffice. Street cars pass the door every five minutes. We trust that any brother who may chance to travel in the south, especially in Arkansas, and is in need of a bath will give Brother Smith a call, and try and make him happy while you stay there, and perhaps in so doing if you should remain in the place for any length of time, you may add a few nickels to his wealth and happiness.

A few days since, we received a very kind and courteous letter from the chairman of the executive committee. W. C. Cross, of Burlington, Iowa. It was the first communication we have had from him other than in a business way for several months. We did not even know whether he was alive or had gone to that place where freight cars, time checks, switch lists and train master's rules are unknown. But upon receipt of this letter we find that he is still alive and walking up and down the track continually. Hardly time to go

home to his meals, but very little time to sleep, and the continual warfare of hard labor and diligence in business we learn, has made him a little thinner than usual. So much so, one of the Brothers reminds us, that he can scarcely cast a shadow, except when engaged in battle with the Elks.

We would take this occasion to publicly express our thanks for the splendid communication which was written by General John McNulta, of Bloomington, Ill., and which we gave to the readers of the RAILWAY CONDUCTOR in a late issue. We thank the gentleman, not only for his kind remarks and good will toward the Order, and no less for the fund of information which his letter contained, and hope that at some future time he may deem it a pleasure to favor our readers with other communications, that will not only be of great benefit to the members, but that will be read by all who may chance to see his writings, both with pleasure and profit.

By request we will state that Brother Marshall Lafferty of Evansville, Ind., has prepared a pamphlet containing the speeches of Dan Voorhees and Hon. J. M. Jordan in the case of the O. & M. Railway vs. Marshall Lafferty, tried in Cincinnati last October. They make about fifty pages of reading matter which will certainly be interesting reading, and as Brother Lafferty has been to a great expense in this matter to make his record good, any brother of the Order who feels kindly disposed, and is willing to lend a helping hand will receive a copy of this pamphlet by enclosing 50 cents to Marshall Lafferty, Evansville, Ind., 1, 140 Governor street.

An opportunity for some railroad man to get a Howard watch free of cost to him. Mr. J. S. Townsend proposes to furnish one of the well known Howard movements, of their best quality gilt, fully adjusted to heat, cold and position, and cased in a specially made filled case, open face, or hunting, as may be desired, to some railroad man who will send his name in full, giving address and classification of employment. Each letter received will be assigned a number, and that number will be registered against the name of the writer, and the lucky number gets the Howard watch, which is universally acknowledged to be the best railroad watch manufactured. A 2 cent stamp enclosed with the letter will insure a return of certificate bearing the registered number of the name, and for 25c will include his 230 page catalogue illustrating movement and case to be given. The object in making this extraordinary offer, is

to get the correct name and address of all railroad men. The number drawing the watch, and the name of the party holding the same, will be published in this Journal. Drawing to take place Sept. 1, 1890, and to be under the supervision of responsible parties. Send your full name and address, to J. S. Townsend, 1554 Wabash avenue, Chicago, Ill.

There has been no notice sent us of the demise of Brother Howard Evans of Schenectady, N. Y., and Brother Martin Clancy, of Kent, Ohio, and we are not at liberty to announce any such information to our readers. However we have great fears that they have been foully dealt with, or met with some great misfortune which is being kept from our knowledge. We used to hear at least a word once in a while from these brothers, but lately they have either neglected, forgotten or purposely left us out in their correspondence. We hasten to excuse the brothers for any such dilatoriness on their part, as we well know that they are active members of society, and engaged in all that benefits and interests the town in which they reside in every way, and have positive knowledge that their spare time is all taken up. Even while they were in Cedar Rapids in their duties as members of the executive committee, although we were at home sick at the time, we learn that there never was an idle moment, and even in the quiet hours of night, when fast asleep, they were dreaming of business that they had neglected, and that was very necessary to be done, so we freely forgive these two Brothers any neglect they may have shown toward us. They are both of them now in the prime of life, eager to do, and to be doing all that is possible to be done, perhaps realizing that their lease of life may be short, but we do honestly hope and trust, without any particular claim on them, that we feel as if we had, that they will be a little more attentive to the wishes of the other Brothers of the Order, and occasionally drop in a line, which if written on a postal card would only cost one cent, and a good long letter only two cents, and if we know that they are doing their whole duty to others we will let the matter pass by so far as we are personally concerned, and give them all the glory while we go without the letters. We bear the brothers no ill-will, but take this silent way of notifying them that they still owe us a few lines if they ever find time to jot them down. In conclusion, we will say to them that there is no expense attached to these remarks, only hoping that they may prove better in the future than they have in the past, in keeping up their correspondence.

EDITORIAL

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 10 Public Square, Cleveland, O.

PAY OF CONDUCTORS.

It is at least very amusing, even if it may not be instructive, to read the different views expressed in many of our periodicals regarding the pay of passenger conductors, and the best remedy to secure a faithful discharge of every duty. One writer says "that those who are honest must of necessity suffer for the misdeeds of those who are dishonest, and as long as the few (or the many) will not do what is right and just, they must all expect that the spotter, or detective, will remain in the employ of the railway companies until some other method is invented that will secure a better and more healthy state of affairs." The same writer admits "that men who are in the same line of work for the same corporation, or as near as one man's work can be to another's, in the railway service, are paid \$150.00 and \$175.00, while the conductor receives but \$100.00. And this state of affairs are not right for the conductor, or at least the passenger conductor, earns as much as the gentlemen who are doing service in the same business." If it be true it is a lamentable state of affairs, for someone must surely be at fault. We have had it rung in our ears for many years by different railway officers holding high and honorable positions, that any conductor that would take a cent of money which rightly belongs to the company would be just as dishonest at a salary of \$200.00 as he would at a salary of \$50.00. For the sake of giving these officials all the benefit of their line of argument, we will pass this lofty sentiment by, and not take up our time for the present in any argument on this point. We have in our lives been acquainted with railway officials who, at a very moderate salary, each year that they held their positions, who were not worth five hundred dollars when they accepted such positions, but in fifteen years, with a large family to look after, and many other expenses, either by some one's request, or their own, retired with a competency of \$100,000. How it was done we cannot tell, because we were never an official. But these same persons are the ones who have told us that \$150.00 conductors would be just as dishonest as a \$50.00. There is a curious sentiment abroad in the land among railway officials, and among the public. It even goes out on the breeze that wafts its life on the mountain side, that everybody in the world is honest, or at least everybody in every department of railway service, except the poor, miserable conductor. And out of the darkness in which this involves his name, his character, his everything in this life, at least, there is but one streak of silver lining that sheds any particle of brightness on the horrid picture. This lies in the fact that if he does happen to have \$100, or \$1,000, in stocks or bonds at the expiration of twenty or thirty years, they are not "watered," or subsidised, or fictitious. They represent their actual worth. "The spotter or detective system must prevail until something better is discovered to take its place," says one. Another says the passenger conductor earns as much as others who receive \$150.00 and \$175.00 per month. Prominent railway officials acknowledge the same thing. We wish to ask these gentle-

men just a very few questions: Is there anything on "God's green earth" that you do not ask of your conductors? If there is, tell us of it, for we are in ignorance. You want a gentleman. You want perfect loyalty to all your interests. You want them to correctly understand your version of the railway laws of the land so thoroughly that your interests will never be compromised by them. You want them to present a clean and neat appearance. You compel them to dress well, at their own (not your) expense. You wish them to be well informed on all subjects (except that of wages). You wish them to be polite and agreeable to everyone, and just as capable of entertaining in an agreeable manner, the highest dignitaries and the most polished gentlemen who travel over your line of railway. You wish them to be cool-headed and masters of good judgment and excellent discretion in all cases of danger and emergencies. He must be at least a passable book-keeper in order to retain his position. He must at times work twenty four to thirty hours without rest or food, if it be necessary. He must bear the complaints and inuendoes emanating from the cranky patrons of your road, without murmur. "In time of fear, when trouble's near," he is expected to bear the blunt of the battle. And now I ask you in all sincerity, is there any employe in your service, was there ever one, or will there in any probability be one, of whom you require one tithe of this work? Yet the writer of one article says, (and we suppose that he is only telling the truth) that you pay a portion of the other employes \$150.00, and your passenger conductors from \$60.00 to \$100.00. If this be a statement of facts as they exist, have you done your whole duty? We do not ask you to answer, but candidly, quietly, and in a business-like manner think about it, and it may not do any harm to talk it over, one among another, if it is just and right between man and man. If it be justice between the employer and employe, say so; but if it is not, don't pass it by with some sneering remark like "Let them help themselves if they can," because that is not justice or right—not even gentlemanly. In answer to the oft repeated tale "that any conductor will be just as honest at \$50.00 per month, or \$80.00, as he will at \$150.00," we have just one thing to say: You have never tried it! You yourselves acknowledge that the conductor earns just as much as the other employes, but you never pay it. If it be a fact that all the railway officials, and all the other railway employes, and everyone else in the world, are honest and upright and perfect, and on the other hand the passenger conductors in this world are all thieves and robbers and speculators, then I would not give them what they earn. Nay, farther, I would discharge them all before the sun goes down beyond the western hills. But it matters not what we think, it matters but little what others may say, you do not believe any such thing. It is all enveloped in one English word. It is only a "subterfuge," it answers the purpose. Give your passenger conductors what they are worth in comparison with other employes. Try it for thirty days. Show

by your works what you acknowledge with your mouth. If your faithful, honorable, honest, loyal employe gives you a whole lifetime of good and faithful service, in the most hazardous of all pursuits, when he asks you for a loaf do not give him a crumb. When he is worthy of the harvest he has helped you to garner, do not hand him a stone. When you say he is not worthy of his hire, do not condemn him until it has been offered. Think of all these things, gentlemen, in half as kindly and thoughtful a vein as they are written. Practice them once, just once, and tell me afterward, not who was the wise one, but who was the fool.

Whatever is Done let it be for the Best Good of the Conductors of America.

Only a few weeks more before the delegates to Twenty-second Grand Division of the Order of Railway Conductors will meet in annual session in the city of Rochester, N. Y. This will undoubtedly be the largest gathering of conductors that has ever met together. Quite a number of new Divisions have been added during the last year, and it is apparent to all, that everyone will feel that they should be represented, and not only represent, but each and every delegate will be expected to represent his Division in a manner that will be acceptable to a majority of all the members of his Division. It is not only possible, but more than probable, that many issues that should be deemed of great importance to the conductors of the present time will arise, many that are vitally essential to the welfare of the Order. That there will be very material differences of opinions in regard to many important subjects can hardly be doubted, and it is not our purpose, neither desire, to say to any member what policy you shall pursue, what measure it is for your interest, or for the interest of the Order to further and advance. We, as editor of the RAILWAY CONDUCTOR have no privileges accorded us, above any member of the Order, whereby, we can feel at liberty to forestall any one in their opinions, regarding their duty in all matters, pertaining to the welfare of the Order. Events may transpire and complications may arise, before this session shall open, that no human eye can see, nor mind imagine. Therefore the proper time for one to definitely express one's views, would seem to be when the regular order of business is called, or else in the halls of your own Division room, and in the latter case, even then, certain exigencies may arise whereby the duty of your delegate may seem to be borne along in a very different channel from the forecast you had previously made. In presenting opinions as individuals in written communications before they are to be acted upon, one is very likely to dwell almost wholly on "his" views of the case as studied and formed from one side of the question. He has probably never given the other side the careful consideration that he has given his own, consequently there is great danger, that when certain propositions are brought up before the court, as it were, that decides on all matters of principle or law, he is often either persuaded, or otherwise forced to back down gracefully in many ways, or possibly acknowledge himself defeated, simply because before this, he was in a great measure legislating for himself, but in the Grand Division finds out, that the wishes and

rights of many others, not only should, but must be respected. Do not understand us to say, and do not infer that we are ignorant of the fact, that there are certain and vital principles, which are the sure foundation of the success of every society, that must be kept inviolate, and are not to be changed or tampered with, and for fear we may be misunderstood, and some may feel at liberty to put their own construction on what we allude to, we will name them so plainly that even the blind can make no mistake. First in the list comes the question who shall rule? The Constitution and Statutes, or if not these you may say they are not enough, then we will make it personally binding, add, your obligation teaches you not only who shall rule, but also in what spirit, every one shall acquiesce in the final decision of this legislative body of conductors. Of the law, the constitution of the statutes of the Order, and in addition to these, if the obligations of a member mean anything, if there is anything binding in their being lived up to, then it must be very plain to every one, what the duty of all has been, and is to-day. If other laws shall be enacted, and other obligations taken, then will be the proper time to do the same by whatever they might be. But to-day we are, or should be, living under and obeying the provisions of the one's already in force. In some portion of the work of the Order, there is some allusion made to the matter of "Brotherly Love," one toward another. Justice is referred to, and several other things that may possibly have been forgotten or neglected during the past year. Some one may offer the suggestion that these are not essential elements for the prosperity of any society. We will only suggest one thought, in reply, that if they are not, then the quicker the order is abandoned, the better it will be for every member of it. We have been invited to define our position, (both as a member of the Order, and as editor of its organ) upon matters that may become laws in the future. We will say that we have never been bashful in regard to expressing our views, either as a member and no less an editor, regarding the right observance of the ones that are our guide at the present time, and at any future time should they chance to be changed, we will do what we deem right in every time and place. Also in every position, or else we will gracefully step down and out. But as long as we have anything to do with this Order, in any position whatever, the poorest conductor that runs a train, or any who are out of employment, is entitled to and shall receive more of our sympathy and earnest endeavor to place him on a comfortable footing, to be able to live and be happy, then all those who are either high up in power, and the good things of this life, because he merits it, because he is in need of such treatment, because this is the corner stone of every fraternal organization in the world. And whenever any member feels that he cannot do this, either that person should be invited to withdraw, or else the words that indicate what that Order is for should be dropped out and lost sight of.

So, we sincerely trust that every delegate and member of the Grand Division will go to Rochester, with the full determination to do his whole duty to his Brother men, as becoming, every one worthy to be called a member of the Order of Railway Conductors.

THE NEW DETECTIVE.

It is a machine 5x2; on its face are three rows of keys, that work by pressing them down with the finger, and which are numbered. One row of keys represents dollars, the second dimes, the third cents. When loaded, "look out or the gun will go off." It contains a roll of blank paper, moved by means of a small wheel on one side of the machine, and lined so as to be in three columns to correspond with the keys. With this machine fastened to the coat, the conductor goes through the coach, and when he finds a fellow who is minus a ticket, or a book, or a pass, he presses the keys of this little detective and registers the amount; then he brings out of the slot a piece of paper an inch wide and two long, on which the fare is stamped, and hands this to the passenger from whom the fare is collected.

The object is said to be to serve as a check upon any conductor, who may be inclined to render a false accounting to the company. We have, in our day, run a train where this would have been a great convenience. For instance, we have in mind a little station, where eighty or ninety used to get on and ride four miles; we generally made the time in six minutes, and quite often have collected thirty and thirty-five and as high as forty fares beside the tickets. Now, we have no knowledge, that we were born in any great cyclone, neither have we been much of a tempest since, but we were egotistical enough to believe, that we could get through a coach, and do the work as it came to us to do, about as sudden as the average conductor, who is looked upon with a suspicious eye, and we wish to state, that if he collects thirty tickets and thirty or forty fares, making change for eight or ten of them, and gets through in six minutes, he will have little time to work any new fangled sausage grinder, or cherry-picker that is buckled onto his coat. The click of the little bell may remind him that he is indebted to the company for fifteen cents, but sometimes the whistle of the engine sounds a warning that may be forgotten, if too many appliances are tacked on to a conductor to enrich the pocket of some fellow who has a patent to sell.

But after all, we believe this little "Detective," that is buckled up close to you is more humane, more honorable, less to be feared, than the usual two legged one, that sits in the corner and marks them down with a pencil, whether they are collected or not, whose only incentive, as a rule, is to make out a case in order to hold his position and draw his salary. We are not preaching up stealing as a virtue, neither sustaining dishonesty in any form whatever; but in the matter of old fashioned detectives, we know just what their work is as a rule. In justice to the profession, we will say, that there are a few noble exceptions. But the average conductor, with the average detective at his heels, stands about as much show for his reputation or his life, as a chicken just out of the shell does in the clutches of a hawk; and when they are off duty, they are guilty of acts, very many of them, that would eclipse the bad qualities of all railway conductors. So, if they must travel along with the conductor, give us the one that has no reason to blacken the reputation and name of a man who tries to do right; one that will not drive him so far, that he is branded as a thief from one road to another, not because he is one, but simply for the reason, that his (the detective's) position may remain intact.

To those who are honest and upright, these things do not apply, but we know too much of the others. So, if there must be one, by all means have the one that only registers the truth, and can not manufacture lies, that blot out the existence, almost, of so many conductors, who are peers in honesty and everything pertaining to manhood by the side of the dishonest detective.

It will not leave the poor wife and children with nothing to eat and little to wear, while the father is looking for a situation, and the only response he can hear is "Blacklisted;" not because he is or has been dishonest, but because, in many, so very many instances, "the watchman who was on the tower," was feathering his nest, by making out false accounting, instead of the conductor. These are facts, gentlemen. Are they right, in the sight of God, and honorable railway officials? We leave it to for you to answer.



THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., APRIL 15, 1890.

NO. 8.

TIM.

Morning among the mountains! The crisp coolness of October, and the leafy greenness of June! What vitality was in the air! What a tonic for weary brains and tired nerves!

It was interesting to note the look of renewed energy in the faces of the guests, as they gradually gathered on the hotel piazza, fresh from the breakfast-room.

"Mountain air and good coffee are acting on the nerve centres," I said, with a laugh, to my companion, as the sound of merry voices became confusing.

"Hello, there's the stage-coach on time!"

There was a quick tramping of hoofs, and the six horses came prancing proudly up to the door. A crowd of bright faced girls appeared. What a clamoring for outside seats! What a flutter of pretty costumes!

Ned Holmes and I held back. Who wouldn't? When, at length, we ventured forth with the dignity that became seniors in a great college, the seats were all taken. We stood in perplexity, a source of merriment to saucy eyes.

"Strap them on behind," came softly from under a bewitching bonnet.

The merry laugh which followed decided our fortunes for that day, and gave us one of the richest experiences of life.

"What time does the next coach go?" shouted Ned to the driver, as the horses curved gracefully under the warning crack over the heads of the leaders.

"At twelve o'clock," answered the driver, drawing the obedient horses into line.

There was a loud bugle blast, a triumphant waving of white handkerchiefs, and Ned and I faced each other with the question, "What shall we do?" There was to be a grand carnival at the big hotel, ten miles away, and we wanted to go.

"I say, Will, let's walk." Ned put his heel down hard, and straightened himself. "Let's get even with that laugh. We can take a short cut over the mountain, then strike the valley road, and get there by noon. I've been over before."

In half an hour we had packed our evening suits to go by coach, and, in walking trim, were triumphantly climbing the steep mountain path. What an experience was ours! I can never recall that mountain-climb without a thrill of emotion. Nor can I recall my glimpse that day into God's kingdom in the heart of a child without a new impulse to self-sacrifice and unselfish living.

It was almost noon when we stood upon the mountain top. A grand panorama of landscape glory lay before us,—hills and valleys, cultivated fields and winding river, a vast harmony in green and gold and overhanging blue. To the far west lay a bank of dark clouds—the mystery of evil, threatening the fair universe.

After gazing a long time in rapturous silence, Ned, exclaimed: "This is glorious, but I shall be obliged to consider the claims of my stomach. Do you see where the path trails around a projecting rock down there? Well, just below is a cold spring, with shade and outlook good enough for a picnic paradise."

It was a quick tramp down, and we thoroughly enjoyed the cool water and dry lunch, and lay a long time resting and looking out over the beautiful valley. But a warning thunder-roll aroused us, and we jumped to our feet and started down the mountain.

We hurried along at a brisk pace, scarcely speaking, to save our breath, while the thunder rolled nearer and nearer.

I had nearly given in, when Ned, a few

yards ahead, shouted, "Here's the road; now for a little run of ten minutes." In less time than that we sighted a house, and ran unceremoniously into the yard and up the steps of the piazza, much to the amusement and curiosity of half a dozen children who were scampering in from the pattering rain drops.

A mild, motherly woman met us kindly, and opened the door of the best room, but the musty odor, the framed sampler with its weeping willow, and the stiff haircloth chairs prompted Ned to say, "We thank you, ma'am, but we prefer the piazza."

As we sat watching the rain, chatting with the farmer and his wife, my attention was attracted to the children grouped at the end of the piazza. Three of them were lean and scrawny, with sallow skin and peaked faces, and three were round and rosy.

Suddenly one of them said, pointing, "Poor Tim, see how it rains on him!" Then turning toward us, "Papa, won't you put a roof over Tim, so it shan't rain on him?"

Looking in the direction she pointed, I saw only a swing and children's playthings under a large maple. A second look revealed what seemed to be a grave covered with flowers in the midst of their playground.

Before the father could answer, I said, thoughtlessly, "Is that a grave out there?"

A curiously tender, almost reverent smile came to the farmer's face, as, turning to his wife, he said, "Mother, tell the strangers about Tim."

"It's only a short story," she said, "and I'm always willin' to tell it, though it makes my heart ache, but I think maybe it'll make people feel more tender-like to the poor children the kind folks are sendin' out of the big city to get a bit of fresh air.

"I didn't feel for 'em at first. Our minister, he came and asked me to take two or three, and I jest said, 'No; it's hayin' time, and what with the extra hands to cook for, and the milk and butter on my hands, and a six-months-old baby of my own, I don't feel no call to take care of other folks's children. There's them that hain't got any; let them take 'em.' The minister didn't press me, only he said something about a blessing would surely come with 'em.

"After he went away, I couldn't put it out of my mind. I kept a-thinkin' what if God was to take mine away. I seemed to

hear some one reasonin' 'bout it to me every time I thought of it.

"What would be the trouble?" the voice seemed to say. 'Isn't there always enough to eat for one more, and couldn't a child take care of itself?'

"Then one night I had a dreadful dream of somthin' horrible, I couldn't tell what, a-happenin' to my baby. So when my girl Sally, the one there with the checkered apron, came to me the day they was to come' and asked me to jest go down to the depot to see 'em come in, I went.

"What a sight it was, mister! Enough to make any mother's heart ache! Such a lot of half-starved, sick-lookin' children!

"Well, folks kept a-taken 'em away in wagons till there was jest one poor little boy left. Nobody seemed to be lookin' for him. He 'peared so forsaken, I declare for it, I went right up to him, and says I, 'Do you want to go home with me?' not knowin' what I was a-doin', only wantin' to see a happy look come into the poor little face.

"Oh, yes, ma'am!" he said so quick. And Sally, she ketched him by the hand, and pulled him into the wagon, a-talkin' 'bout huckleberryin' and all the fun they'd have. Up comes the minister, jest as we was startin' home, a-smilin' his knowin' smile, and says he, 'A blessing comes with him.'

"And it did come from the very first. Somehow things never did run smother in haying-time. I never remember a year before when, for some reason or other, some of the hands didn't leave us jest in the heaviest part of it, but that summer we had help enough right through, and not a load of hay got wet. Then Tim was a great help, too, for he jest took the baby and kept her away from me most of the time. It was wonderful how he could quiet that child.

"One day I had a big washin' to do, and I gave the baby to Tim, and says I, 'She's fussy to day, its so dreadful hot. Take her anywhere you want to, only mind ye don't let her get hurt.'

"After a while I went out to get a breath of air and see what was goin' on. I can see him now, just as he lay there under that tree."

Here the good woman paused to wipe her eyes.

"The baby was a cooin' away, and Tim he was a-lookin' way up into the sky, and I heard him say, 'My Father,' just as plain as could be. I knew he was a-thinkin' of

what the minister said to him 'bout his 'Father in Heaven.'

"When he saw me he said, 'O ma'am, I wish I could jest lie here forever.' Sally, she looked up from her doll and laughed. Somehow I couldn't say anything, but went back to my tub with a queer feeling that he was goin' to have his wish. I hadn't been there two minutes 'for Sally rushed in, crying, 'Mamma, mamma! Mad dog!'

"Scared as I was, I thought first of John," nodding toward her husband, "and, as I rushed out, I remembered to ketch the dinner horn off the nail. When I got 'round to the yard I saw such a sight as nearly overpowered me, but I did blow that horn like to raise the dead.

"Tim had snatched the old shawl the baby was on and had thrown it over the dog's head, and somehow in the scuffle got it wound 'round so he couldn't bite nor get away. There he was, as the dog jumped and jerked, a holdin' on with all his might, and screaming, 'most out of breath, 'Take the baby! Take the baby!'

"I grabbed the child, and I believe I threw her into the window; then I keched a broom and ran to help Tim.

"I jest had one glimpse of his white face and set teeth, when John came like a shot across the yard with a pitchfork.

"I didn't know any more till I came to out there on the grass. I had jest fainted clear away from it all. John, he laughs at me, and says I always get rid of trouble that way, but I can't nowadays help it."

"It's a very easy way out of it," said the farmer, with a laugh. "Tom came running in the other day with his finger half cut off, and she jest lay down easy-like till it was all fixed up, then she opened her eyes and asked, 'What's the matter?'"

"Well, I never felt so bad about it as I did then, when poor Tim was a-battlin' for his life. When I came to I cried with my first breath, 'Where's Tim?'

"Here I am, ma'am," he said, in a cheery voice. But oh! he looked so white and weak, leaning back agin the tree, that I jest broke down and cried like a baby, and for the first time I hugged and kissed him like my own child."

Here the good woman broke down, unmindful that she had left Ned and me in suspense as to what really happened.

"Did the little fellow get hurt?" asked Ned.

"Not a scratch," said the farmer, with a look of disgust toward his wife. "Ye see,

I was close by on a load of hay, and when I heard that awful screech on the horn I knew something was up. I suspected 'twas tramps, and I jest grabbed my fork and jumped. It didn't take two minutes to get all the harm out of that cur. 'Twas a small dog, and Tim had held on with all his might, but his strength was about used up.

"Now, sir, I never give no credit to miracles afore, but I said 'twas a miracle that he thought of the only one way to save the baby, or himself even, for he had no time to run, the dog came up so sudden."

"The minister said it was all Providence," resumed the woman, smoothing out her apron, "and a part of our blessing for taking Tim."

"After that we couldn't let him go back to the city, but he never seemed to gain much in strength. Some days he would be bright, and then again he would lie for hours out there, weak and listless. In the early fall he took a kind of slow fever, and, though we did all we could for him, he never rallied. The doctor said it was all owin' to his starvin' so long in the city.

Jest afore he died he sent word to his mission teacher that he knew her words were true. He had seen the birds and flowers like the verses she taught, and knew the Father would take care of him.

"So we buried him right there where he used to want to lie. I told John if anything can keep us from being mean and selfish, and make us willin' to help others, it will be the sight of Tim's grave. For his sake we always take in summer two or three city children, though we've never found another Tim. But we always feel repaid for our trouble."

The shower had passed; the sun was shining. We went on our way past the little flower-decked grave, with no feelings of vanity or thoughts of the triumph at the big hotel.—*Maria Upham Drake in the Youth's Companion.*

Some Time.

Some time in the great hereafter,
Which with hope we're looking to;
Which is filled with joy and laughter,
And with wealth for me and you,
Some time in the subsequently,
When our friends shall all be true,
When the world shall use us gently,
There's a board bill coming due.

—*Minneapolis Times.*



My Brother and I.

I was many years older than my brother, being a young man seeking my fortune when he was born.

To my parents, in the October of their lives, he was a gift of joy and comfort; to me he was always my little brother. As with tender hands I nursed him and hushed him to sleep feeling his soft tiny face close to mine, I had more of a father's than a brother's love for him.

The years flew by and I ever had a tender interest in his studies, with the hope for him of a bright and useful life.

The child, always delicate, grew to manhood and set to work to win his fortune and a name. But although watched by a loving mother, guided and guarded, with all the rough places made smooth by kindness and affection, he did not grow strong. And at last when love could no longer conceal the fact of weakness and disease, we knew a change must be made, a better softer climate must be found. Then my brother, light of heart and full of hope, made ready for the journey to a land where surely health and strength would be found. So over the plains, across the rivers, through the mountains happy and glad he traveled. For through the day the sun shone, lighting valley and hill, and its bright rays sent the warm blood coursing through his veins and brought him new life. At night, the stars, brilliant and bright, filled the sky; the moon, white and clear shed her radiant light, and like a tender mother kept watch and guard, lovingly wooing him to sleep.

"Oh! my brother, I am full of grief and pain, that strength wast not given thee that thou mightst have fulfilled the promise of thy youth."

The journey, which meant so much to him, was at last ended; and it seemed as if his hopes were to be realized, for he grew stronger and became able to go about his work. But the strength did not last; cheerfulness and hope were changed to longing and vain regret. So the old year, with

all its pain, with all its trouble, passed away, and a new year came full of promise and hope, but in the dawn of its birth my brother fell asleep. Just as the sun arose on a new day, the mantle of pain and weariness fell from his shoulders, and he said not good night, but in a brighter clime—good morning. I rejoice in the midst of my sorrow, for in that land "There shall be no night, neither sorrow nor crying, neither shall there be any more pain, former things are passed away."

Over the wires came the words that would bring pain to all our hearts. And I, far away, thought of the white haired father and mother as they grieved over the loss of their youngest, dearest and best beloved. No tears but those of joy had ever been shed over the one who had lain down to rest in a strange land. Oh! my brother, mine now as in thy childhood's days, thy mother could not be with thee to hush thee to sleep, but I will take thee to her that thy rest may be sweet and undisturbed.

With the help of a faithful friend, another journey was made. Through the mountains, across the plains, and over the rivers we came. Through the day the sun shone as brightly as on that other journey; lovingly the bright rays rested on the narrow bed where my brother slept, but they brought no warmth to the cold limbs. At night, the stars came out in all their beauty, and the mellow light of the moon lay in caressing folds about my brother's couch; but he heeded not. Peacefully he slumbered, no earthly heat or light would ever have power over him again.

Full of grief, sick in mind and body the warmth and light of the sun tortured me in my sorrow; the beauty of the moonlight made me lonely and homesick. The long hours of the days and nights at last wore away, and our journey was done. I had brought my brother back to his home.

Our family was once again gathered together. But there was one who was given the place of honor, one to whom all did homage. But he was silent, his voice would never again be heard in friendly council. He had nothing to tell of his

journey, nothing to tell of his wanderings in distant lands.

There were tears and sorrow and pain; and yet there was comfort, for the face we looked upon was full of rest and peace. There were words of sympathy, there were songs, there were prayers, there was the benediction, there was the loved form hidden from sight—then—there was the empty and desolate home.

But after a time the sharp pain will leave our aching hearts when we come to know that

"He is not dead, the child of our affection,

But gone unto that school

Where he no longer needs our poor protection,

And Christ himself doth rule."

WEVIE.

Charity Begins at Home.

She went 'round and asked subscriptions

For the heathen black Egyptians

And the Terra del Fuegians,

She did.

For the tribes 'round Athabasca,

And the men of Madagascar,

And the poor souls of Alaska,

So she did.

She longed, she said, to buy

Jelly cake and jam and pie,

For the anthropophagi,

So she did.

And she loved the cold Norwegian,

And the poor half-melted Feejian,

And the dear Malacca Islander!

She did.

She sent the red tomato

To the tribes beyond the equator,

But her husband ate potato,

So he did.

The poor, helpless, hopeless thing,

(My voice falters as I sing)

Tied his clothes up with a string;

Yes, he did.

—Fun.

What She Can Do.

What can a helpless female do?

* * * * *

Can live in a room with an invalid cousin,

Or sew shop shirts for a dollar a dozen,

Or please some man by looking sweet,

Or please him by giving him things to eat,

Or please him by asking much advice,

And thinking whatever he does is nice,

Visit the poor under his supervision;

Doctor the sick who can't pay a physician;

Save men's time by doing their praying,

And other odd jobs there's no present pay in.

—*Journal of Woman's Work.*

Editor Railway Conductor:

Conductor's wives do not live for themselves alone. They live for the good of others as well as themselves. Every one has their duties to perform, the rich as well as the poor. To some, life is pleasure, to others suffering. But the best do not live for self enjoyment, or even for fame. Their strongest motive power, is hopeful useful work. In every good cause we often connect the idea of duty, with the soldier's trust. We remember the Pagan sentinel at Pompeii, found dead at his post during the burial of the city by the ashes of Vesuvius, some eighteen hundred years ago. This was the true soldier. While others fled, he stood to his post. It was his duty. Our duty is done in secret, and without sight of man. There, it does its work, devotedly and nobly. It does not follow the route of worldly wise morality. It does not advertise itself, it adopts a large creed and a loftier code.

Many of these duties are performed privately. Our public life may be well known. But in private there is that which no one sees. If we can only make ourselves and others, a little better, holier and nobler, we have, perhaps, done the most that we could do. The joys that come to us in this world, are but to strengthen us for some greater labor, that is to succeed what has already been done.

We have, also, something to learn from the noble Greeks as to the virtue of duty. Socrates is considered by some as the founder of Greek philosophy. He was born at Athens, 168 years before Christ. He received the best education that an Athenian could obtain.

Plato, has embalmed the memory of his actions, wrongs and death.

I will say to all wives: live so, for no good thing is ever lost. Nothing dies, not even life, which gives up one form, only to assume another. No good action, no good example dies, it lives forever in our race. While the frame moulders and disappears, the deed leaves an indelible stamp.

The wives of strong, good wills. There are a larger number who have very weak wills, or no wills at all. They are the passive recipients of impressions, which, however, take no hold of them, they seem neither to go forward nor backward, any will can govern theirs. Such persons constitute the mass of society everywhere. The careless, the passive, the submissive, the feeble and indifferent.

It has been said and written scores of times says Miss Nightingale: "that every woman makes a good nurse." But how came it that she devoted herself to so trying and disagreeable an occupation? She was an accomplished young lady, possessing

abundant means. She was happy at home, a general favorite, and the centre of an admiring circle. Simply from a feeling of love and duty.

In previous works, we have endeavored to show forth the great virtues of a good example. It is among the most priceless of all things, to set the best example in our power; it is one of our highest responsibilities. Example teaches better than precept. It is the best mold of the characters of men and women. The best and bravest of wives may have moments of doubt and weakness, they may feel the pillars of their faith shaking under them, but if they are the best and bravest, they rise again to first principles. We must believe that the universe is wisely ordered, and that every wife must conform to the order which she cannot change. That whatever the Deity has done is good. That all wives are our sisters, and that we must try to make them better, even those who would not do otherwise. To act rightly then, is the safety valve of our moral nature. The greatest of difficulties often lie where we are not looking for them. When painful events occur, they are perhaps sent only to try and prove us. If we stand firm in our hours of trial, the firmness gives serenity to the mind.

I have often thought of what that dear good woman, Mrs. Vancleave, of Minneapolis, said in a lecture given at Milbank, Dakota, some time ago. She said: "dear sisters, as this may be the last time you may hear me, I will bid you all good bye. I am getting so weary of my journey here, that I some times wish for mother to take me up in her arms and rock me to sleep."

I would say to all wives of conductors: while our husbands are battling with difficulties on the road, and tired and weary of their life's journey on the rail, let us give them every home comfort and sunshine there is, to brighten and cheer them while at home. Knowing that they give their time and life for our comfort and happiness, let us do our duty kindly and nobly.

Wife of conductor W. S. KEENEY.

Ortonville, Minnesota.

Editor Railway Conductor:

How sorry it made us feel to read Brother Severance's letter against the Christian Sabbath. He surely must have forgotten how good God is to give us six days out of seven. Railroad men as a class are too good at heart, to want to rob God. I know that he did not think what the Christian Sabbath has done for us to ever condemn it. Railroad men if not compelled to work on the Sabbath would soon regard it as their wives do, who are trying to lead Christian lives. How, we that are trying to serve the Lord will hail the day when the one, who is all the world to us, can go

with us, and worship with us. How many Christian wives all over the land, echo my word. We want to feel certain when our husbands are snatched from us without a moment's warning, that they are safe with Jesus. One of the saddest things I ever tried to do, was to try to comfort a Christian wife, whose husband, a conductor, was almost instantly killed. She loved him so, that the uncertainty of not meeting him in the "great beyond" almost crazed her. I comforted her with the thought, that at the last moment of consciousness he called upon the Lord, and the dear Savior in His tender mercy heard him. What a power for God railroad men would be, if they would band together for Christ. I have never yet heard of a Christian man being discharged. God helps those who rely on him. When amidst great danger, dear Brother's, who can help but the dear Heavenly Father, whom you do not delight to honor. What pleasant remembrances of the Conductor's excursion to Denver and Salt Lake City last May. Not being well, the railroad men and ladies vied with each other to wait on me. How kind they were, and how good God was to us all. Not an accident or incident of any kind to mar our pleasure, and how did we show our gratitude to the "author of all good." We started on our journey on the Sabbath; many of us spent the next Sabbath seeing the sights of Salt Lake City, forgetting that "God blessed the Sabbath day and sanctified it," Gen. 2-3; and also these words from God's own lips: "Ye shall keep my Sabbath and reverence my sanctuary," Lev. 19-30.

A CONDUCTOR'S WIFE.

A Girl Machinist.

Miss Nellie Patterson, one of the prettiest girls in the village of Mount Carmel, says a Connecticut paper, has just completed a four year's apprenticeship to the machinist's trade. To-day she is working at her lathe and vise in the factory of the Mount Carmel Belt company, and there isn't a mechanic in the whole shop who can do a better job or in less time than the fair young workwoman. Four years ago, when Miss Nelly began to think of the means whereby she must earn her living, she looked over the whole field of woman's work. Among the trades or occupations which the pushing women of this country have made their own, there was none she especially liked. She was a bright girl, with a great deal of Yankee cleverness, and considerable ingenuity and inventiveness. The remark was made to a friend that she was so fond of inventions she ought to become a machinist. The seed thus idly sown took root, and she applied for a place as an apprentice. For the past four years she has worked faithfully,

and a few days ago her time expired, and she is now a full-fledged machinist. She is able to block up a piece of work on the planer, or turn up an arbor on the lathe. She uses the drill or handles the file as well as any man in the shop. Her specialty, however, is tool-making, and to this she proposes to devote herself. She can also draw plans, figure out dimensions, and from the working drawings she can make anything. She is not afraid of the grease and grime of the shop, and her beauty is not in the least marred by a long swipe of dirt across her dimpled cheek, or a spot of oil on her nose. Her hands are not as white as those of some of her sisters, but they are by no means large, though they are very strong. She is a great favorite with her fellow-workmen, and is the pride of the little country village.—*Springfield Republican*.

Useful and Suggestive.

Table talk advises keeping out of the frying-pan and trusting to the broiler.

A good cure for indigestion—go without eating as long as possible without serious inconvenience.

To cure quinsy—Use boiled beets, sliced and applied hot. As pieces cool, remove and burn them up, and replace by fresh, hot ones.

Most persons drink too much and too fast. A small quantity of water sipped slowly satisfies thirst as well as a pailful swallowed at a draught.

Use great care in serving food for the table, as the smallest spatter of grease or gravy changes the appearance and spoils an otherwise pretty dish.

If a dish of coal ashes, which have been sifted through a wire sieve, is always kept in a convenient place in the kitchen, the labor-saving uses it can be put to are almost numberless.

A London medical man says: "Be careful in your dealings with horseradish. It irritates the stomach far more than spice, and an overdose will bring on an unpleasant sensation for days."

The common elder bush is useful for blossoms and berries, and the leaves keep away insects. Branches put in plum trees save the crop of fruit, and leaves scattered over squashes, cucumbers, etc., keep them free from pests.

The shorter the time between the picking of a vegetable and the eating of it the better the flavor. This applies most particularly to Lima beans and sweet corn. It is much the same with an egg. Eat one five minutes after it is laid and see!

The best way to clean out lead pipes without the expensive aid of the plumber is to pour a strong solution of concentrated lye down them. The lye will dissolve the hair, lint, indeed all an-

imal and most vegetable matter, and so open the pipes.

Balsam of honey.—A cosmetic for the face and to remove freckles. Best pale honey, four ounces; glycerine, one ounce; mix by gentle heat and when cold add of rectified spirits one fluid ounce; essence of amber, six drops. Bottle for use.—*The Home*.

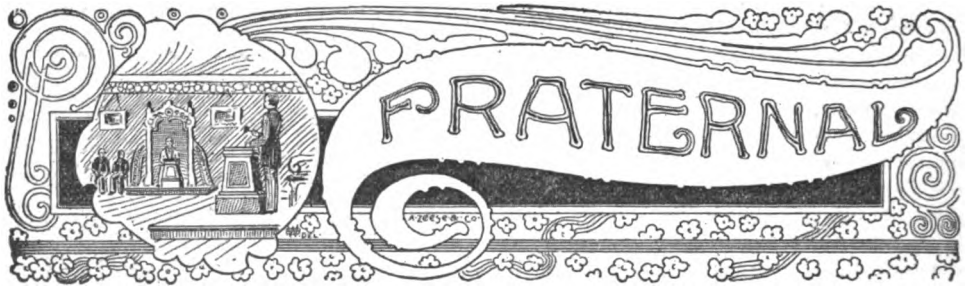
A Swedish servant maid, finding that her mistress was troubled with sleeplessness, told her of a practice of the people of her country who are similarly afflicted. It was to take a napkin, dip it in ice cold water, wringing slightly, and lay it across her eyes. The plan was followed, and it worked like a charm.

Rice jelly.—Mix enough water to two heaping teaspoonfuls of rice flour to make a thin paste; then add a coffee cupful of boiling water. Sweeten to taste with loaf sugar. Boil it until it is transparent. Flavor it by boiling with it a stick of cinnamon if the jelly is intended for a patient afflicted with summer-complaint; or add, instead, several drops of lemon juice if intended for a patient with fever. Mold it.—*Practical Cook*.

The care of the finger nails should not be neglected. It will not take long before a child will feel as conscious as a grown person of unclean nails. These trifles show the difference between the child of thoughtful parents, who think of all the good they can do their children, and the careless parents who think it is too much bother and that the children will learn these things for themselves when they go out in society.—*The Housewife*.

In putting up grape juice, catsups or any thing of the kind which is to keep in an unfermented condition, remember two things. Have the liquid boiling hot and fill the bottles full. Of course the cork displaces some of the liquid. Be sure the corks are sound and air-tight. When the liquid cools, it will contract leaving a small space between it and the cork. It is a safe precaution to dip the corks in some kind of wax.—*Rural New Yorker*.

Creamed tomatoes.—Peel some small tomatoes and fry them whole in butter, turning them first on one side and then on the other. Then dredge them nicely with flour and add a cupful of cream to the butter that is in the frying-pan. Season with salt and just a pinch of curry powder, if the latter is liked. Baste the tomatoes with the butter and cream until the sauce thickens and is sufficiently cooked, so it will not have a raw taste. The flour dredged over the tomatoes prevents the cream or milk from curdling.—*New York World*.



Eligy.

WRITTEN IN A POOL ROOM.

The whistle sounds, the men's day's work is o'er,
They wend their weary way toward their homes;
They stop, then gather near and pass the door,
The balls are tossed, the game of pool begun.

Now shines the light upon our dazzled sight;
Through all the room the motly crowds are seen.
The putrid fumes of smoke bedims the light,
And blasphemy is joined to words obscene.

The clank of balls, as round the board they fly,
Impelled by cues in hands of so-called men
And youths, whose ribald language would imply,
That they were hardened in the ways of sin.

Beneath the brilliant light's seductive glare,
Where vulgar jests are couched in every shape,
How many souls are formed and fixed to share,
The fate that none like them can e'er escape.

Impatient calls the the players to the boy,
To "ring them up!" or raps upon the floor;
Cursing his tardiness, and words employ
That scorch and burn the soul's most inmost core.

The foaming beer and sparkling wine they quaff,
The scene grows wild and weird with times advance.
The jeering boast, the coarse and boisterous laugh,
All join to gain perdition's cause enhance.

The liquid poison permeates the brain,
Excitement reigns and recklessness is ripe,
And soul and body reels beneath the strain
Of wild debauchery and dubious strife.

For some, a mother's anxious watch is kept;
A child or children wait their sire's return.
Some fond wife listens for the well known step,
With nameless fears that cause her heart to burn.

Those oft keep watch through all the weary night,
With hearts as sad as if the sombre folds
Of death's drear funeral pall obscured from sight,
The form that all their hopes most cherished holds.

O, glittering road! along whose tempting way
So many pass and ne'er their steps retrace,
That ends abruptly in that fiery bay,
That harbors souls that die in sin's embrace.

O! vaulted grave of animated souls,
Hope's brightest gems lie buried in thy walls;
What lights of genius fade from off the rolls,
Extinguished by the vice that fill thy halls.

Unconsciously they sink into their graves,
Not the eternal grave of peace, 'tis true,
But that dark labyrinth of winding caves,
That overwhelms the soul in passing through.

Oh! woman, act in all thy virtuous might,
Reach out thy hand, they may be saved;
I beg you, by your love for what is right,
No man with life is totally depraved.

LOOKOUT.

Chattanooga, March 10th, 1890.

Editor Railway Conductor.

In your editorial in issue of January 15th, you called attention to the probability of the Grand Division, at Rochester, being called upon to vote upon the question of "Biennial Sessions," and referring incidentally to the unwieldy nature of the Grand Division as at present composed, containing nearly 300 members, and believing with Bro. Daniels and yourself, that something must be done to facilitate the business of the Order, as well as to reduce the amount of transportation now required to enable the Grand Division to meet, I beg leave to offer the following, from which abler minds may possibly evolve a solution:

I would divide the Order into districts—having due regard for geographical proximity and membership rolls—of which the following may serve as samples:

District No. 1.—The states of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut and Province of Quebec.

District No. 2.—The states of New York, Ohio and Province of Ontario.

Each district to have its own Grand Division, the membership of which should be on the same basis as the present Grand Divisions are formed, provision being made for equable representation as regarding to number of members in a division.

The legislation and general business of the Order to be performed by a Board of Control, or what-

ever name might be given such a body, composed as follows:

The District Grand Chief Conductors, and one member for every seven hundred members of the Order in any district. Assuming that we should not have any more than twelve districts, this Board of Control would never reach fifty in point of numbers, and yet be so constituted as to give voice to the opinions of any and all localities. The board being limited in numbers, and meeting only for business, would always meet at the headquarters of the Order, where the books and archives of the Order being always on hand, they could intelligently act at all times and not be obliged to depend on memory for matters of record. The functions now performed by the Grand Chief Conductor, or such of them as should be deemed appropriate to be vested in the chairman of the Board of Control, which office would necessarily continue to be a salaried one.

All powers not delegated to the Board of Control to remain with the District Grand Divisions, who would, as a matter of course, take up and act upon and adjust all local matters and grievances.

Districts could use their own discretion in the matter of having the District Grand Chief Conductor in their district devote his entire time to their service or otherwise.

I shall not attempt to elaborate this plan, believing that enough has been written to give an idea of what is intended, viz: a general outline.

The advantages of this system are readily manifest, and too manifold for enumeration in this article.

I am aware that this would mean a re-organization of our governing system, and that many may object to it on that account, but inherent defects require radical remedies to effect a cure.

Biennial sessions without reducing the volume of representation, would be a make-shift, not a remedy.

As at present organized, parts of the country are so seldom visited by the Grand Officers, that but few know them, and it is a physical impossibility for them to visit all the different divisions on their meeting days, in the same year.

Hoping that this may at least lead to a "full and free discussion" of this matter, and that other plans may be advanced for consideration,

I am respectfully,

CHARLES D. BAKER.

Division 122.

PITTSBURG, Pa., March 12, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: I am going to impose on your good nature for a short time and give you my views on a subject which I know all members

of the O. R. C. are interested in, and that is, "the conductor's insurance," which, I notice some one says, "it costs only ten cents a day." Well I know that it looks small, looking at it in that proportion, but it amounts to \$36.50 per year, and one has to pay for twenty-five hundred death rate. Now, why not make it one of the obligations when a person becomes a member of the O. R. C. to make him a member of the insurance? I notice letters from different brothers in all parts of this country, Canada and Mexico, inquiring why more members do not join the insurance department. I know members who are unable to belong to that department, as the standard of qualifications is entirely too high for most of the profession.

I am a member of the O. R. C. Insurance department, and in 1889 paid three dollars for assessment, and two assessments, four dollars per assessment, and in the Journal there is an advertisement at the rate of seven cents a day, and twenty-five dollars weekly indemnity for disability. Why cannot our Order have something of the same, and not have us go outside to get this protection, for I think a man that will not protect himself and family, or parents, when he is able to do so (and there are none of the Brothers, but are able to do so, if he will just try saving a little of his money after pay-day) has very little regard for those dependent on him.

The Standard of Detroit, insures one for \$30.00 per year, on \$5,000.00 at death; and \$25.00 for weekly indemnity, or for \$3,000.00 at a cost of \$18 and \$15.00 indemnity per week. Quite a difference, don't you think so Brothers, in having a weekly income and being left to the cold charity of the world. I should think if other insurance companies can do so much, we should be able to do something among ourselves in next Grand Division.

There has been a great deal written by different Brothers at different times, as to "what good the Order was to them." Put the question in Division myself, and I was answered by one of the oldest members, "that it was only a social gathering." Well, Brothers, if our Order is nothing more to us than that, I think it is about time for us to shut up shop, and spend our time and money more profitably, but as there has been so much written at different times about this, I will not take up any more space with it, as I think we have other matters which are much more important. The conductor's pay, for instance is a very important subject, and one which the Order has not kept up to the times with, but has let drag for years back. As the learned Judge Field says in his views in the Ross vs. C. M. & St. P. R'y, that—"A conductor having the entire control and

management of a train, occupies a very different position than any other employe on the train. He is and should be treated as the personal representative of the company he is employed by, and if he is responsible for subordinate servants, he should be paid better for that responsibility, and not get less than those he is held responsible for, and I think this is the first thing that should be looked after by delegates at the Rochester meeting.

Hoping I have not taken up too much of your valuable time I remain,

Yours in P. F.,

GEO. C. HURST.

Brother Editor:

I have a few thoughts I wish to give expression to at this time, and as it is drawing to the time, when our representatives will convene in annual session, I would like to go on record, as I will not be present, or at least have no voice in the next Grand Division.

In the first place, I have had the fact pressed home to me, that there is considerable dissatisfaction among members of the Order, that it is not accomplishing for its members as much as other, and similar orders do for their members. I also found that this dissatisfaction is largely among a class of our membership, who rarely or never, attend a Division meeting. In this one fact of non attendance, I believe is the source of one-half the trouble. In my own Division, for instance, with about 170 members, the average attendance is about 25, and those the same old faces we see from one year's end to another. How is it possible to gain proper recognition if those most interested will not even come and assist in preparing the matters for adjudication. Then, again, we will say that everything is in readiness for presentation. The parties most interested will remain in the rear, and pushing some other fellow on the back, say, "Oh, you go." Then, when the last resort comes, and the Grand Officers are called into the matter, what kind of support do they receive? At the best, only half-hearted, or in some cases none at all. In this fact I believe lies the other half of non-success in our endeavors. Why is it that we go to Grand Division and elect officers to transact our business, and go right home, and speak to, and act towards them as if they were our deadliest foes? I firmly believe that if our membership would resolve to give one year of honest trial, to an attendance by every member, of every meeting of his Division at which he could be present, and be a hearty whole-souled support of our Grand Officers, in carrying out the orders of the Grand Division and their efforts in behalf of individual members, and of those cases affect-

ing whole systems, that one year by its exceptional record of success, would at once commend itself to every thoughtful mind. Another thing, as a rule we go into an adjustment of differences anticipating defeat. If we firmly believe our cause is just and right, and go into the matter, with the determination to overcome every obstacle, we are half way on the road to success. Any alteration of the terms of our constitution or ritual, or deviation from the traditions of our Order, will not better the situation one particle, as long as the present apathy of our members exist, and I trust that no such action may be taken at Rochester, as is hinted at in a recent communication from one of our Grand Officers. The day of strikes is past, public sentiment is strongly opposed to that method of arbitration, and without the moral and material support of the public, in such a crisis, failure would be assured from the start. Believe me, Brothers, the Railway Officers of this day and age are not blind to their own interests, and that of the corporations they represent. Neither are they ignorant of the duties and responsibilities required of you, and if you desire a conference at any time, and go to them as men and gentlemen, I feel free to say that you will be met upon the same platform, and your grievances adjusted upon an equitable basis.

Another matter upon which I desire to be on record, is the matter of a "reserve fund" in our insurance department. Brothers work and vote for the adoption of this feature. You are not building for a day. You are securing for yourselves and families absolute safety, and building a monument for yourselves that will command the admiration and respect of future generations of conductors. I believe I speak truly, when I say that this is all that is lacking to make our Benefit Department perfect. I could, if space permitted, furnish evidence to sustain my views, but undoubtedly the Grand Division will be fully advised by many members, competent to demonstrate its necessity. One other important matter let me urge upon my Brothers, the necessity of placing the proposition of the citizens of Sioux City in a condition to be accepted. So that before the year, when all the world will be visitors to the mercantile metropolis of the United States "Chicago," we will be in a position to invite those same visitors to continue their journey a little farther and inspect the monument reared by the railway conductors of America. The good people of this whole country believe in us, and stand ready by moral and material support to assist us in all our laudable and lawful undertakings. Why, then, Brothers, will we not believe in ourselves, and by word and deed assume the position conceded to us

by every one, except a few discontented one's within our own ranks.

Brothers, I may not have another opportunity to say more, before you meet again in annual session. Take heed what you do, and do not mar the grand record of the past. Be conservative in all you do, and may the result of your labors, tend to strengthen the structure already reared.

Fraternally yours in P. F.,

WM. KILPATRICK.

BATTLE CREEK, Mich., March 17, 1890.

Editor Railway Conductor:

I am pleased to see the numerous letters in our valuable album of information, from members of the Order in various parts of this great country, on subjects of great interest to every member of our noble Order. It shows us that members are more interested in the good of the Order than they ever have been before.

It causes members to be more earnest readers of the CONDUCTOR, giving them new ideas, that are of interest to one and all. The article that has taken most of my spare time to-day, is from Bro. Howard Leach in March 15. It has called my attention to several others, bearing on the same subject, and calls for argument which I trust will settle forever the idea of federation.

If a federation of firemen and engineers will cause the divisions of their orders the great expense of supporting an army of men out of employment for one year, and finally force these men who had good situations at a good salary, to shovel in the streets, run stationary engines at one third the salary they received before the federation, or do anything they can find to do to support their families; do we want federation? I say no.

You may say if the conductors and brakemen had been with them, the result would have been different, but again I say no. Only a very few conductors took positions as engineers, and if an extensive railway system can be supplied with engineers and firemen in so short a time, they certainly would have no trouble in filling all the vacancies on the trains, but I hear a voice say: if we had a federation of all trainmen, we would not allow men to take our places, but that would be too barbarous. When great nations settle their differences by arbitration, we do not need to have a war to settle little differences between us and our employers. You ask what has the Order of Railway Conductors done for its members. It has raised the standard of conductors, morally, physically, financially, mentally and socially, and if we live up to its teachings and principles, we will need no better federation than a federation of

conductors bound together by the ties of Perpetual Friendship. Let us be men, honest, sober, industrious and reliable, having the interest of our employers at heart, and we can depend upon getting anything we ask for, within the bounds of reason. Railway officials want honest, reliable men, and they are willing to pay them a good salary when they can depend upon them. Does it not give you great pleasure to know you are a member of the Order in which the noted cities of Iowa took such a great interest at our last convention?

I tell you when Sioux City will give \$75,000 for the location of our Grand Division building in their great growing city, and sell us a lot on the corner of two principal streets for \$40,000, that is now worth \$70,000, on which to erect the same, we have great reason to feel proud of our Order. I know of no other way that will bring about a more immediate recognition of our just demands than for every member of the Order to be diligent, prudent, temperate and discreet.

Hoping a careful perusal of the pages of the RAILWAY CONDUCTOR, the timely visits of our Grand Officers, and the great prosperity of our glorious Order (which I think is second to none on the face of the earth, in benefits to its members when they are governed by its principles) will remove entirely the feeling of discontent, and that all members will work together to win the favor and respect of the general public, and especially of railway officials.

I remain, very truly yours in P. F.,

N. E. RETALLICK.

HOPE, Idaho Ter., March 16, 1890.

Editor Railway Conductor.

I have read the article written by Brother W. V. Stafford in the Feb. 1st number of the CONDUCTOR, in regard to having a clearly defined standing on a formal and positive recognition. It seems to me, that now is the time to take steps to secure such a recognition and understanding with the various managements throughout the land, as will secure us the right to offer ourselves when out of employment, to officials, as conductors and not as brakemen—as our Brother says, no matter how long we may have broke, or what our experience as conductors, we have to go back to braking again when seeking employment in new localities. The Brother says, the argument may be advanced that there would be more kicking if he got a train to start out with, than there would if he went to braking and was then promoted. Let me give you my experience in this regard. Before coming into service with this (N. P.) Co., I was running a train on the C. St. P. & K. C. R'y, out of St.

Paul, and not being satisfied with my position, I resigned and sought employment with this company on this (Rocky Mountain) division. I went to then Assistant General Manager Ainslee, who gave me employment as a conductor and transportation out here. I came to Missoula and was given a train from the start. If there was any grumbling among the brakemen on account of my coming here and taking a train, I never heard any of it. While, after I had been here about three or four months and some of our O. R. C. men came here and went to braking, and after a few trips promoted, there was plenty of kicking by brakemen who had been here longer than they, but who had never been a conductor. And it is so now, when an old conductor is promoted after a short service as brakeman. Brother Stafford's illustration of the conductor and engineer who were discharged from the service of the same corporation, and were hired by the other same corporation, the engine man as engineer, and the conductor as a brakemen are very apt, and are in themselves sufficient argument for each division to instruct their delegate to the next meeting of the Grand Division to legislate for this purpose. Now, a word in regard to the biennial session of the Grand Division. I think as do a great many, and in fact all with whom I have talked upon this subject, that the present mode, annual sessions, will be far more satisfactory to the majority, than would the biennial sessions, for the simple fact, that under the present mode, each Division has their own representative who is familiar with the wants and needs of his own Division, while he probably has not the least idea in the world, what the Division nearest to him may want. While we admit the fact, that by dividing the country into districts, and sending a representative from each district twice a year we may reduce our expenses a very little. We cannot bring ourselves to see or believe, that it will give as good satisfaction as the present mode. We certainly are able to bear the expenses now, and hereafter, as well as heretofore. No; Brothers, keep the legislative mill grinding on, on the same old annual session plan with a representative from each Division. For I am certain you will be better satisfied for having done so. I have looked the CONDUCTOR'S for each month through carefully, to try and find a communication from some of the Brothers who are able to attend Division regularly, and are able to give you a statement of the progress of our little Division 243. Your humble servant is located on a run 150 miles from the nearest Division room, which is his own Division (Helena Div. 243.) Our Division is 300 miles long, so that when the first and third Sunday's come, should we be at

the west end of our run, we will be 300 miles from our place of meeting. As we have a large family to care for, we do not feel as though we could lay off very often to attend Division. Hoping all the Brothers will treat my little article to a careful study, I will sign myself,

Yours in P. F.,

E. A. CRANDALL,

Helena Div. 243.

FARNHAM, Pq., March 18.

Editor Railway Conductor:

I respond cheerfully to the invitation of Brother Severance, which appeared in the journal of this month, to discuss the question of the sanctity of Sunday, and the running of trains on that day. I have read it over carefully, and I fail to find anything in it that would cause me to alter my opinion with regard to the sanctity of the Christian Sabbath. I believe the Sabbath day, aside from its religious aspect, is a great blessing to man and beast. Were it not for some arrangement of this kind, the condition of the working man and beast, would be pitiable indeed. In this idea I am supported by scientists, and by the best men the world ever produced, and I may say, it is acknowledged by all civilized nations, to be a wise provision for the benefit of mankind. With regard to the setting apart of the Sabbath as a day of rest, consequently a day of holy worship, it was not set apart by Constantine, but was observed long before Constantine was thought of, and can be proven by Christian and pagan testimony; the latter testimony I presume Brother Severance will not deny.

A large portion of the article in question, I consider illogical, and can have no bearing whatever on the case, consequently I pass it over.

Brother S. goes on to say, that nature goes on independent of the Sabbath day. I think it does not require a very keen perception to believe this when Brother S. states what is done in Berlin; he need not go farther than our own country to see what is done to secularize that day. Whatever Germany or any individual, or individuals do, does not make it right.

Brother S. I say, again, that "Sunday is any better or more holy than any other day is all gush." This is a bold statement to make in the face of so many millions of people who acknowledge the Christian faith. The few who think otherwise do not count for much, when compared with this vast multitude; and from the gist of Brother S. article, I think numbers count for something in deciding this all important question.

I agree with Brother S. and Col. Ingersoll, to make Sunday a day of joy and holy pleasure. I

sincerely wish the Blair Sunday rest bill will become law, and I rejoice to know, that a similar bill is about to be introduced in the legislature of this county. If it should pass and become law, it will be received with great satisfaction by the 25,000 R. R. employees of Canada, as the majority of them feel that that day belongs to them.

Yours in P. F.,

F. G. MARTYN.

West Farnham Division No. 80.

W. P. Daniels, Esq., G. S. & T.:

I like the CONDUCTOR and think it much improved under its present management. Its pages show that the editors are not novices at their work. Well, Brothers, I have been railroading 27 years for one company—the B. & O. Was engineer 8 years and conductor 15. Was in fault for but one accident in all that time, and that while running a locomotive. I ran into a train by letting my train get start of me. Was never held off but once outside of that, and that was for detaining an express twenty minutes, while on rear end of train. This is a pretty good record, is it not, for over 27 years of railroading on mountains? I am 48 years old and have not got a scar to show from a railroad accident, although I have been in some bad ones.

G. H. B.

SACRAMENTO, Cal., March 13, 1890.

Editor Railway Conductor:

I have received letters from Division No. 141, telling me that they have sent my transfer card to Sierra Nevada Division 195. Myself and wife are very thankful to them for the favors shown to me, and shall never forget them for their kindness, and sincerely hope that they may always be faithful and successful, and hope that I will meet with better luck in California than I did at Nodaway, Mo., on December the 1st, 1888, with Brother Hewett. I have better health than I had then.

They held no meeting here on last Sunday. I do hope that they will have one the next meeting day. With kindest regards to all,

Yours as ever in P. F.,

J. F. BRUCE.

1726 Sixth street.

Editor Railway Conductor:

At a meeting of Bellevue Division 134, there was unanimously elected a correspondent. The Brother was hushed up when he protested that he was not competent, and if he was, he was too modest, and if not too modest he did not have the time. The members replied; if not competent he should prepare himself by carrying on his person an encyclopedia. If too modest, that would be dissipated after coming in contact with the press.

As for not having time, he could find it, as there was "a time for everything." Now, Brother B., I ask in all fairness, was that fair? I think the Brother that received the lucrative and dazzling position thinks so too.

As I have not seen anything in the CONDUCTOR emanating from the pen of that sorely abused member, so in his inability, modesty or lack of time, I will try and tell you something of our division, and about some of its members.

This division, as you are aware, is situated in Bellevue, Ohio, about half way between Buffalo, N. Y. and Chicago, state of (World's Fair), on the line of N. Y. C. & St. L. R. R. (Nickel Plate), five hundred and twenty-three miles long, composed of two divisions and four districts—two districts to each division, under one general superintendent, Lewis Williams, and two division superintendents, A. W. Johnson, from Buffalo to Bellevue, and C. D. Gorham, from Bellevue to Chicago. They are gentlemen of practical experience, and have filled high positions before they were called to fill their present places. The minor offices are also filled by old and experienced men. Our chief train master, Henry Shaffer, and his assistant, Allen Mahlin, are in the eastern or first division; both are ex-conductors, and members of Division 134, O. R. C. Mr. Blair, chief train master on second division, is an old and trusted train despatcher, who for several years was chief train despatcher of the same division he is now train master of. Our chief yard masters are: Wm. Thompson, Buffalo, N. Y.; D. R. Miller; Conneaut, Ohio, members Division 145; August Murphy, Cleveland, Ohio; C. K. Dryden, Bellevue, (member of 134.) Samuel Gamble, Ft. Wayne, Ind., a gentleman I broke with, twenty-six years ago this winter, on passenger, long before we had any kind of air, except what we made ourselves, and you may be assured we furnished plenty of that. The gentleman at Stony Island, the terminus at Chicago, is R. H. Cherry, an O. R. C. man.

So you will see by the above, that the western roads do not have all the glory of O. R. C. members filling official positions. I know that you have Gen. Supts., Supts. of Divisions and other high officials who are members of the Order, but who knows what may turn up, for I tell you the members of the O. R. C. are not Micawbers, waiting for something to turn up. They are getting to the front, and the officials know, that when they have O. R. C. members in their employ, that they have been tried and served a probation of two years as a conductor, (before they are admitted into the Order) not only as practical men, but proven their characters as moral men. Under

the circumstances is it any wonder, that they are trusted and advanced? Brother B., I will not tire you out this time, but in my next, I will give you the names of some of the members that are running trains, both passenger and freight.

Yours truly in P. F.,

TROM.

An important meeting was held last evening in the Knights of Pythias hall, on East Fifth street, when a new division of the Order of Railway Conductors was organized. Salida, Colorado Springs, Denver and Pueblo have divisions of this Order, but this is the first one established in the mountains since the big roads were built. The new lodge is known as Holy Cross Division No. 252, and is composed of some twenty-two Midland, Rio Grande and South Park conductors, who have division headquarters in Leadville.

The officers elected at last night's meeting were as follows:

Chief Conductor—R. C. Bowdish.

Assistant Chief Conductor—W. P. Dale,

Secretary and Treasurer—C. D. Robinson.

Senior Conductor—E. L. Dunn.

Junior Conductor—L. A. Singleton.

Inside Sentinel—W. Henderson.

Ooutside Sentinel—George Hewitt.

C. D. Robinson was elected representative to the meeting of the Grand Division in Rochester, New York, next May, and L. A. Singleton, alternate.

The visitors present were Grand Senior Conductor E. E. Clark of Ogden, Utah; Conductor Scott, of the Santa Fe road, Emporia, Kansas; Conductor Moran, of Colorado Springs, and Conductor Frank Scoville, of the Union Pacific, Denver.

It was decided to hold meetings at the present quarters of the Knights of Pythias, the first and third Sundays of each month, the hour of meeting the first Sunday being 1:30 p. m., and the third Sunday 7:30 p. m.

The Leadville Division starts out with most flattering prospects. Its present members include a number of Colorado's most prominent conductors, men who will undoubtedly make a success of the new division. The Order of Railway Conductors is one of the oldest in the country, and has a membership of over 15,000. That the Leadville Division will be a credit to the Order, there is not the least doubt, and many are the wishes for its prosperity.

WILMINGTON, Del., March 8, 1890.

Editor Railway Conductor:

Some time ago Division 224 elected a correspondent, and as he has not been heard from

through the CONDUCTOR, I expect the Brothers will think he has left town. So I thought I would write a few lines.

Division No. 224 held its annual election Dec. 15th, and elected F. J. Baglan, C. C.; J. H. Warfield, A. C. C.; J. D. Phillips, S. C.; J. M. Young, J. C.; E. M. Dunn, I. S.; H. V. Easom, O. S.; Wilson Peirce, S. and T. and Delegate to Grand Division, and J. T. Dayfield, Alternate. The Brothers are well pleased with the officers, and we expect to add to our membership this year. We hope to take in a great many good men, as we have some in this locality.

There is not much new at this time except that Brother I. M. Cohee has been promoted to a through run to Washington, and is well pleased with the change, but not more so than is Brother C. E. Wyman, over the addition to his family, in the person of a fine son, and we hope the boy will do well.

Brother Emmerson has purchased a fine horse and carriage, and enjoys a ride in the country when at home.

The boys, with a few exceptions, like the CONDUCTOR, and like to read it, and think if all would read it they would like it better.

The Brothers of Division No. 224 are expecting to take a trip to Richmond, Va., March 23d, and are anticipating a good time. I hope to give the boys a more interesting letter next time.

Yours in P. F.,

J. T. P.

Pine Tree Division, No. 66, Conductors of New England Gather at Portland—Bouquets and Banquet.

PORTLAND, Me., March 16, 1890.

Editor Railway Conductor:

Two hundred brethren of the Order of Railway Conductors of New England, all handsome and well dressed in their best suits of clothes, came to Portland on special trains from Boston and Bangor to-day, and instituted Pine Tree Division, 66, which is the local branch of that well-known order.

The officers installed by Assistant Grand Chief C. H. Wilkins were as follows: Chief conductor, W. Sprague; assistant chief conductor, G. E. Whiting; secretary and treasurer, S. S. Cahill; senior conductor, M. F. Healey; junior conductor, F. L. Gardner; inside sentinel, G. P. Thomas; outside sentinel, C. M. Benjamin; delegate, S. S. Cahill.

A special train over the Eastern division of the Boston and Maine road, with Conductor Abner Silsbee in charge, left Boston at 8:30 o'clock with over 100 brethren, representing Boston, Providence, Hartford, New Haven, New London, and intermediate points.

At North Berwick the delegation was joined by a party of western division conductors, who were conveyed to that point on Conductor Walter Brown's special, which left Boston at 7:50. Despite the company on board, the train arrived here without being wrecked, where the visitors were met by a local delegation and given a ride to Knights of Pythias hall on Exchange street where the installation ceremonies were held. At 3:30 o'clock the business meeting was adjourned, and the visitors, accompanied by nearly 100 brethren from Bangor and eastern Maine, went to the union depot cafe, where, at 4 o'clock, an elaborate dinner was served. At the head of the table sat the following guests on the right and left of the president: William G. Davis, director Maine Central; J. B. Coyle, general manager Providence & Boston steamship line; Jonas Hamilton, division superintendent, and T. P. Shaw, paymaster of the Maine Central; John Heald, claim agent; William Allen civil engineer, and Foreman J. A. Pinkerton of the Maine Central, and D. Minish, master car builder of the Gd. T. Ry. Around the other tables were Supt. J. R. Hartwell of the Fitchburg railroad, Chief Train Despatcher E. A. Smith of the N. Y., P. & B.; Herbert Merritt of the B. & M.; H. H. Kinsley of the B. & A.; Augustus Colby of the B. & M.; G. F. Ingalls of the N. Y. & N. E.; G. F. Foye, station master of the Fitchburg depot, Boston; George Obids, chief train despatcher N. Y. & N. E.; C. F. Kennedy, train despatcher N. Y. & N. E.; John Foster of Waltham, the veteran conductor and hero of the Deerfield disaster; E. H. Bowditch, whose connection with the B. & M. goes back to 1852; R. E. Alden of the M. C.; Sam Lunt of the B. & M., George E. Mudget and Abner Silsbee of the "Flying Yankee." Representative Nat Winn of Portsmouth, and popular Charles H. Ferguson of the same line.

[Following are the names of others present, numbering 109 persons. Want of space forbids giving the names.—EDITOR.]

The after dinner exercises were opened by Chairman Sprague, who introduced as the first speaker, Assistant Grand Chief Wilkins, who was deluged with bouquets. He said:

"It was but a few years ago that five railroad conductors in a little western town organized the first branch of our Order, which now has over 16,000 members in North America. I think that we may congratulate ourselves upon the benefits in a social and financial way that have resulted from our organization. The influences that are exerted upon members, tend to raise the standard of the occupation, and the improvement that has been made in this direction for the past five years

speaks eloquently for future prospects."

The speaker then paid a compliment to the local organization, and in closing was given three cheers.

Other informal remarks were made, and at 6 o'clock the Boston members left for home on a special train.

The dinner which was complimentary to Chief Wilkins, was a great success. An orchestra furnished music.

The names of the organizing members of the Division are: M. M. Tarr, L. W. Pollaster, Charles Hartshorn, L. D. Cobb, D. Conway, E. G. Chase, David Pratt and I. H. Healey. It is expected that in less than a month the organization will number 50 members. Regrets were expressed at the absence of General Manager Payson Tucker of the Maine Central, who was confined to his home by sickness, and Supt. D. W. Sanborn of the Boston & Maine, who was kept away on account of railroad business.

Much praise is due Messrs. Woodbury & Son, the proprietors of the cafe for the excellent management of the dinner and also to Mr. W. A. Campbell, the steward. The committee of arrangements at first gave orders for the accommodation of 100, but late yesterday changed their order to 200. It was short notice for twice the number that preparations were made for, but when over 300 were to be cared for it was almost out of the question. With 20 waiters, Mr. Woodbury did his best to supply all, and we are sure nobody went away hungry. At 6 o'clock, the Boston train carrying about 125 of the guests ran out of the depot amid the hurrahs of the crowd. The company left behind, soon departed, some returning to the hall where more business was to be transacted.

CONNEAUT, March 22d, 1890.

Editor Railway Conductor.

DEAR SIR: I noticed in the CONDUCTOR of March 15th, the call on each and every division or its individual members (or Brother), to subscribe for stock in the building to be known as headquarters of the O. R. C.

It does seem to me, that if the Brothers of the many divisions would look at it in the light they should, or if they have any pride in the development or prosperity of same, they would exert themselves trying to raise the necessary amount to complete the proposed structure as a monument, to be gazed on by the passing public as a marker, establishing in their minds, the fact, of there being in existence an Order of Railway Conductors, founded on good principles, with backbone sufficient to stand up for their own interests, fight-

ing it out on the line of honesty, uprightness and muscle, with the motto floating above: No strikes.

I am a Brother of Nickel Plate Division No. 145—which I am proud of; but I am sorry to number them with the many more, that do not look on the erection of the headquarter's building in the light that I think they should; considering it the most important move ever made by the Order, and I hope and pray for its success, giving for my reasons, that should it prove a failure, we would become the laughing stock of all the other Orders, looking at us and our doings through green glasses (cross-eyed at that).

I think an order with the membership we have, after making the public demonstration we have and then fail, should go in their hole, as did the Knownnothings, and draw the hole in after them.

Brothers, my motto is: Look up! Step up! Put up! or Shut up!

Hoping the above may find room with the scraps of the CONDUCTOR, and that the above motto may be adopted by all, I remain,

Yours in P. F.

E. P.

CLIFTON FORGE, Va., March 23, 1890.

Editor Railway Conductor:

You remember I wrote you we would have a supper for the benefit of Division 184, February 26th, 27th and 28th, 1890. We realized two hundred dollars.

We elected a corresponding secretary at our last election of officers and he should write something for the CONDUCTOR, but we have failed to see a line penned by him. As we do not know what is the trouble with him, or why he has never written, some of us have decided to offer as a reward, a large water melon, in season, for any information as to what is the trouble with him that keeps him from filling his office. We know he does not have time to write in water melon season, not many widowers do in this section of country, they are a very industrious set of people.

GET THERE.

GALESBURG, Ill., March 25, 1890.

Editor Railway Conductor:

I think between you and me,

I'll let you hear from Division 83.

And how are you of the fraternity? As far as I know, we are all well here. I presume there would be much to write about had I time to gather it in, but have not, and as I can get no help from the Brothers, must go it alone; but don't you think, Mr. Editor, when they have elected such a poor correspondent, they ought to club together and help him out, and so

save the division from disgrace?

I noticed in your last, quite a sketch regarding Richard Love, better known in Galesburg, and on the C. B. & Q., as "Stinger." When Dick first landed in America, he "fetched up" at Buda, Ill.; a way station on the main line. He was quite a hunter, was often called Daniel Boone. At one time he caught a coon and trained it. The first time I saw Dick, he was exhibiting the coon, and the coon bit his finger; he will show you the scar from the bite now, if you would ask him. I hope he will not think I wish to give him away, so I will stop before I say too much about "Stinger."

Since writing you last, I am glad to say, that Brother E. S. Kimball has again come on deck—has a run from here to Quincy. We all say good and many thanks to the officers of the "Q" for the great kindness shown our worthy Brother E. S. K.

D. C. Kies is getting along very nicely, and will come out of his very painful injury much better than was feared at one time.

Has any one given you a notice of the foot race between Chas. Blum, Walter Leggett and J. L. Richardson; the latter better known in the G. A. R. as "the Goddess of Liberty." It will be a good deal of the human race, the average weight of each being 275 pounds. I think there will be considerable more blowing than running, or money either.

Brother Shell Ayers took the cake at the R. R. reception last Friday evening. He was one of the committee, had full rig and all sails flying. He is bound to "get there" whether on the "Eli" or not.

Brother T. C. Garrity is very near well again; has resumed his duties by taking his old run.

Wishing you all prosperity, I remain,

Yours in P. F.,

BROTHER J. K. HOWLAND.

LOGANSFORT, Ind., March 24, 1890.

Editor Railway Conductor:

MY DEAR SIR AND BRO.: Since my last letter to you in which I made mention of our Superintendent, Chas. Watts, being promoted, the employes here, gave him a monster reception, and presented him with as fine a piano as they could secure (it cost, I believe, one thousand dollars), and on its being presented to him, by Judge N. O. Ross, he thanked the employes in a manner, that showed how much he appreciated the kindly feeling manifested by them. The reception was held at the rink, and notwithstanding the inclemency of the weather, the house was full, as were some of the people who attended the banquet—later.

The genial Comodore Barnett, was grand pusher on the floor, and the way he handled the crowd.

showed him to be a master hand at it. Of course every one is partial to their friends, and the Comodore is no exception, so his friends from Kouts, and other places on the Chicago division, were given seats just behind Mr. Watt's family.

Our worthy Secretary was the general director of everything that needed attention, and as he was with the movement from the start to finish, the successful carrying out of the project is due to him mostly.

After the reception the party adjourned to the Johnston Hotel, where a magnificent spread was laid, and—well I can not describe the rest as —

Yours in P. F.

L. M. D.

Logan Division No. 110.

SYRACUSE, March 23, 1890.

Editor Railway Conductor:

The air we breathe is again free! No longer are we under the restraint placed about us by the projectors and originators of the scheme where by a valued friend, and honored member of this Order, Mr. H. T. Bolles, was given "time" to leave the place where for more than a decade he has made his home.

An ominous silence seemed to pervade that section of atmosphere, which enveloped the district in which he and the conspirators moved. The news became bruited about that one of the members of our Order had in a very jubilant, characteristic and emphatic manner, announced his decision to abandon and forswear all allegiance to his old home, and had elected to take up the threads of existence with all their various vicissitudes, in an adjacent town. His manner and the tone which characterized the announcement of his purpose, proved the germ from which was evolved the idea to retaliate, and teach the offender that he could not treat his many friends with impunity and absolute indifference, rupturing the ties of close communion, and in a measure severing the bonds of an intimate friendship, without an expression on the part of a few of his many friends whose names are legion. So for a few weeks it has been cautiously whispered about, that a plan had been formulated in the minds of a few leading spirits, whereby an estimate of the true esteem and high regard in which he is held could be properly manifested. Gradually the scheme became known, but all were enjoined to the strictest secrecy, however. "Don't breathe it to a soul," "keep quiet." "We'll fix him," etc., being the closing injunction invariably. All seemed to vie with one another in this direction, and so often were we cautioned and admonished, concerning the value of silence, that our respiratory organs

became affected in no small degree. The 21st of March had been chosen for the day, or evening rather, on which the materialization of the scheme was to develop, that date being the forty-first anniversary of his birth. So as the afternoon of that memorable day deepened into the darkness, which a threatening sky made heavy and dense, the rumble of wheels and the tread of feet toward the residence of our subject began.

Each participant in the festivities of the occasion, which followed, was most kindly received by the wife and daughter, and every attention was given to the individual comfort of all.

Introductions followed the arrival of all guests, and an era of the most pronounced good feeling and joy prevailed. Reminiscences in which all were interested were indulged, affording a pleasure, rarely experienced by so large a number, collectively, there being nearly two hundred present.

Games, too, contributed their share to the general fund of amusement, and joy reigned supreme, lighting the countenances of all with a common happiness.

The hour of his coming soon became known, and as it drew near, the lights became subdued, general conversation was reduced to a low tone, and eager expectancy seized upon all. The conjectures expressed as to the effect of so large an assemblage upon him were many and various, not a few touching upon the ludicrous, and of course not one possessing the merit of close proximity to the actual.

As time lengthened and drew apart from that calculated upon for his arrival, anxiety began to manifest itself, possibilities and probabilities preventing his coming were introduced, misgivings were indulged, but the fears of the many were soon extinguished by the logical reasoning of the practical ones.

But the night grew on apace, and still the object against whom the shafts of a common purpose were directed came not. The few impatient ones resumed their games, the low buzzing which characterized the tone of the conversation, changed to its quondam key, which manifestly increased the anxiety of Mrs. Bolles, whose frequent flittings from room to room denoted the state of extreme perturbation of her mind. Prompt and judicious reasoning, however, produced a soothing effect upon her highly wrought nerves, and joining in an animated discussion as to her liege lords adaptability to circumstances, was soon oblivious to the lateness of the hour.

Suddenly all conversation ceased, and our vigilance was rewarded by the sound of footsteps which bore a distinctively proprietary ring. The silence of the tomb prevailed, save the measured

tread of the bob-tailed cat, then the door was opened, and the well known form of H. T. presented itself, but the expression of blank amazement depicted on his countenance sustained the truth of the assertion that he "knew nothing."

Simultaneous with his entrance, the lights became more brilliant, and the familiar air of "Home Sweet Home," mingled with the glad buzzes of all present. This naturally added to his confusion and apparent embarrassment, and being the synosure of many pairs of mirthful eyes, he was indeed an object of interest.

Composure he could not regain, for the surprise was complete, so he wandered about the now brilliantly illuminated rooms, greeting all very cordially, until the card room was reached. That proved his Waterloo, for around the different tables sat many of his warmest friends, some having traveled from a great distance to participate in honoring this valued friend. It soon became evident that concentration of thought was an unknown quality with him just then, as repeated urgings demonstrated, but as the bewitching strains of a familiar waltz were wafted from the parlors, our hosts manner changed, and he entered into the spirit of the occasion, with a zest which inspired all present to greater enjoyment, regardless of the restrictions imposed by the lenten season. All were captivated by the efficient rendering of the orchestra, and displayed their approbation by "tripping the light fantastic." After dancing had reached its meridian on the program, luncheon was announced, and all available seats and space were quickly claimed. After all had become seated, chairs for the host and hostess were placed in the center of one of the rooms, and they were requested to occupy them, which they did in meek submission to the request (which amounted practically to a demand) realizing the superiority of power.

At this juncture Supervisor M. J. McCarthy in a neat manner, and a few well chosen remarks presented to Mr. Bolles, on behalf of his assembled friends, an elegant onyx clock, with accompanying statues, as a token and mark of the pure esteem, and high regard in which he is held by them. A breathless silence pervaded the throng while listening to the presentation, and upon its conclusion, Mr. Bolles made a very feeling response, which indicated the great emotion under which he was laboring, thanking very earnestly the happy donors for their sincere and substantial appreciation. His response met with general applause and luncheon was then served.

After the intermission, dancing was resumed, and the gay revellers made the welkin ring with their joyous laughter and merriment. All dispersed

in seasonable time, fully recompensed for the mild dissipation in which they had indulged.

Mr. Bolles' address after May 1, will be Binghampston, N. Y.

As the hands on the dial of that clock, mark the rapid flight of time, may each moment revive the memory of that joyous event, and each stroke of the hour, recall the voices of his many friends, is the wish of

NOYES.

Division 155.

HOT SPRINGS, Ark., March 23d, 1890.

Mr. E. H. Belknap, Editor Conductor:

DEAR SIR AND BRO.: On account of poor health, I concluded, about the 20th of March, to visit Hot Springs, Ark. Made my arrangements to and started on Saturday, the 22d, at 8:10 p. m. Imagine my pleasure on reaching the Union depot (St. Louis) to find my old friend Horace Morgan, the veteran conductor of the Wabash, enroute to the same place. He was very feeble and could hardly walk alone. I was very sorry to find poor Horace in such bad health, and began to make his trip as comfortable as possible. As this was but the second time I had met him since I left the Wabash in 1871, you can easily see that we had plenty of things to talk about. I found that there had been a great many changes on the old "Friendly Hand" route. As elsewhere, a great many of my old engineer friends had "crossed over." Such was also the case with the conductors. I found that McKeeby and Charley Parker, who run into Quincy with me in the '70's, had gone—two as genial friends and gentlemen as I ever met—and so on. I only speak of these, because you and I were brought in contact with them nearly every day, and I am sure it was fully as pleasant for you to meet them as it was for me.

We arrived at Hot Springs about 3 p. m., an hour and one-half late—delayed on account of water—the T. M. having suffered considerably in the past month from floods in the river bottoms through which this line passes. We were taken to the Arlington hotel, where we found several prominent R. R. officials and conductors; among them W. E. Burk, of the Vandalia; Cook, of the "Cotton Belt" and Burk, of the Little Rock & Fort Smith line, who were very glad to see us. Later I met Charley Howard, of the B. & O., whom I had not met for 18 years. But our greatest pleasure came a few minutes later, when we saw the genial face and portly figure of Dr. J. H. Leslie, approaching. Dr. Leslie had recently located here, and was an old acquaintance of Morgan, as well as of myself, having officed in the same building in St. Louis, that we had rooms in, and who was familiar with our condition and wants. He took us in hand

once, and now, after a week's treatment, he has brought Horace out of a very severe seige of rheumatism, and caused him to gain seven pounds in flesh, and saved me from an attack of pneumonia and typhoid fever. I am glad to say that Joe Leslie has got a very extensive practice, which is wonderful, when you come to consider he has been here but six weeks. "May he live long and prosper." Well, I will draw this tiresome letter to a close. My only excuse for occupying your time is that I am feeling so much better in the short space of time (one week), I consider it a duty to say something about it and how it was brought about. Hoping to meet you and the Brothers in the best of health, at Rochester.

Yours truly in P. F.,

T. H. RILEY.

Division No. 30.

With pleasure we give this letter a place in the RAILWAY CONDUCTOR. Many thanks to you, Bro. Riley.—ED.

EL PASO, Texas, March 25, 1890.

Editor Railway Conductor:

I see in the November 15th, 1889 number, also, in March 1st, 1890, spirited articles on the Sabbath and the running of Sunday trains, written by Brother Severance, of Vermont. He discourses so learnedly and wisely, I feel disposed to approach the fountain of wisdom to catch a glimpse of the daylight, that now seems to be dawning upon the ages. A question which has taxed the brains of the thinking men of the ages passed, and one upon which national destiny has trembled from time immemorial, has been summarily settled by Bro. Severance; and with such complete satisfaction to himself, that I look on with astonishment, and wonder what kind of meat the young Cæsar has been eating, that makes him grow so fast.

First, he assumes, that every one who differs with his views of wisdom and advanced thought, is cranky; and he who should chance to have a moral consciousness of his own, he is a cranky crank. What charity! What urbanity! What wisdom! I wonder that we are allowed to think at all, in the presence of such stupendous knowledge. This is a question with which states and statesmen have grappled: philosophers, sages and senates have sought through all the historic ages a solution for this problem, and found none; but our young Demosthenes, with herculean strength, has settled it completely in two short, hasty articles.

The Brother admits the necessity of one day in seven for a rest day. Brother, where did you get that idea? Just refer me to one instance of a rest day, or the need of a rest day in all the records of the world, that was not copied from the bible, and

I will forever worship at the shrine of your wisdom.

Now, Brother, don't dodge nor dogmatize, but just give us the origin of your idea of a rest day; did you find it among the tribes of Red Cloud, or Rain in the Face, or Sly Wolf, or Spotted Tail, or where did you get it?

If it is not a moral issue, what is it?

Please answer the above questions.

Next, the Brother makes a summary disposition of what he is pleased to call the Sabbath of the old testament, by stating that it come on Saturday. Now, we will just inform him, that it done no such thing.

The Sabbathical week of the Hebrews was a lunas week, governed by the four lunations of the moon, and if he is at all acquainted with chronology he well knows that every calendar in the known world was thrown into a political calendar at the beginning of the Julian period, forty-six years before the beginning of the Christian era. The Brother gets the hank tangled by getting on both sides of the issue. I believe the foregoing covers all the ground of the November article except the Brother's sanguine prognos is, which is mostly wind.

His article in the first of March number has one point, and but one. It, however, is a reiteration of a former position, in which he says the Sabbath of the bible is Saturday, and that the Sunday of the bible is a day set apart by Constantine. With regard to the former, if Brother Severance knows anything about language, which he doubtless does, he knows that Sabbath means rest, nothing but rest; the days of its appointment are purely conventional. But man has no authority for a rest day, except from the bible, and no conventionalities of man have succeeded, except as conformed to bible appointments. With regard to his latter statement, that Sunday was appointed by Constantine, whom he styles a cut throat and a ruffian. The Brother seems to be well posted in scripture, if he wishes to argue it on that line, all he has to do is to put himself on scripture ground.

We don't care to shoot cannon balls at monkeys, nor musket balls at gnats, but if Brother Severance will logically deny our position, this writer holds himself ready to prove that the Sunday now in use was specifically appointed, set apart, and perpetuated, from seventeen hundred and forty-six years before Constantine was born; but it must be arguments and not dogmatism, logical deductions and not bare assertions.

The Brother informs us, that according to Mr. Worcester, Sunday is so called because it was dedicated by the ancient sun worshippers. So are all the days of the week dedicated to some of the gods or demi-gods and named after them; but the Sabbath is holy, no matter to what day it may be

applied; it is untarnished by idolatry or revelings, or banqueting, or even labor; it is rest—a holy thing.

The Brother informs us, that in Boston, New York and other large cities, the Sabbath is scarcely known as such. I know that in those large cities there are hundreds of thousands of people who know no Sabbath; but among that class, while you find many good people, you find exclusively the slums, the brothels, the doggeries, the drunkards, the staring, the degraded and the criminals.

He tells us that the great city of St. Petersburg has no Sabbath. I know they have none; but in lieu of it, they have the Siberian land of exile; which according to the *North American Review*, is a land of untold and unspeakable horrors.

It is not a matter of Sunday trains, but a matter of morality or immorality, of which the Sunday train is merely a result of a total disregard of all morality, by a people who only consult their own convenience or interest regardless of what the result may be.

Hoping to see articles written by others on this question, I remain, yours truly in P. F.

E. T. STOCKWELL.

Division 69.

MEGANTIC, Que., March 27th, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER:—I am not correspondent for this Division; not by any means. Methinks I can hear you say: "No, I guess that's right." However, let that be as it may, I want to give the journal a little description of No. 80, this month. I understand our secretary and treasurer sent you an account of the installation of officers of this division for 1890. Failing to see an appearance of the same in the columns of the journal, I will endeavor to give another. The installation took place on Tuesday, Dec. 17, 1889, when the following officers were elected for this year: S. H. Vernal, C. C.; Joseph Moreau, Sec. and Treas.; N. Cabana, A. C. C.; S. L. Grigg, S. C.; J. E. Cunningham, J. C.; L. Martelle, I. S.; Fred Houle, O. S.

Brother Vernal is appointed as delegate to the Grand Convention at Rochester. (A good choice, as he will, I am sure, do all in his power to further not only the interests of our division, but that of the Order.) Brother P. D. Lefebore, alternate. We have a membership of thirty members, all in good standing, and more coming in. Our Division, I may say, is in a prosperous condition. We have only one drawback, and that is, some of the members are not very punctual in attending the

meetings. If this could only be overcome, things would look very favorable for us. I am in hopes the boys will soon become more interested, and make an extra effort to attend. We hold our meetings twice monthly in O. R. C. Hall Farnham, having changed from Newport, Vt., last November, where they were formerly held. Business on the line is good; all crews kept busy. Here are some of the runs of the boys: Brother Vernal as extra passenger conductor; Brother Gale, Past Chief, on air line, Montreal to Newport, trains Nos. 11, 12, 13 and 14, Boston express alternately; Brother Whitney same run; Brother Westover on Nos. 15 and 16, Newport local; Champlain Division are Brothers Moreau and Cabana on passenger trains 61 and 62, Sorel to Montreal, and Brother Martelle on 63 and 64, mixed, Farnham to St. Guillaume; Brother Houle on Stanbridge branch has it all his own way, running Nos. 65, 66, 67 and 68; Brother Audette on St. Lambert Branch has charge of Nos. 55 and 56; Brother Cunningham and your humble servant on Nos. 1 and 2, Halifax Express, Montreal to Megantic; Brother Guilfoyle, Lefebore and Dales on same train east of Megantic; Brothers Griggs, G. Conner and Wallace on Nos. 85 and 86 mixed, Farnham to Megantic; Brother Sheldon on Nos. 81 and 82 Sherbrooke local. On Northern Division we find Brothers McCabe, Stone, Mills and Barnes, Brother Parsonage on 87 and 88 Sherbrooke and Megantic way-freight, Brother E. Connor on extras, all a first-class lot of boys who seem pretty well contented with everything in general. We are well used, having fine men for officials, especially our Assistant Superintendent F. P. Brady, and Train Master L. W. Powers, two as fine men as ever held the same positions.

By the way, let me here state that Brother Wallace has a new song entitled "The Chickens of Shian." It must be heard to be appreciated, and when executed in his ablest manner, is truly very inspiring. Brother Gale has just returned from a trip to Georgia, where he has been to visit his son. He met with several Divisions during his absence, and he thinks from appearances that the Order is flourishing in the south, and expresses himself as well pleased with his journey and also his reception by the Brothers. Brother Parsonage has been on a flying visit to Boston, but is very reticent about the affair. This seems rather mysterious. Ted, better tell it just as it is and give us an introduction to the lady.

Yours truly in P. F.,

F. G. MARTYN,

West Farnham Division No. 80.



Editor Railway Conductor:

Your suggestion that I should "say a word," in regard to insurance has not been forgotten, but has been steadily kept in mind waiting for a more convenient season, but as a season when there is nothing else to do, never comes and as the time for the next Grand Division is right on hand, I will make it convenient to say a word, "perhaps two, and possibly three," just now,

One writer in the CONDUCTOR suggests that a certificate for \$1,000 be issued for those who do not feel able to carry \$2,500, and to that I have only to say that for several years I have been trying to have something of this kind adopted. The nearest we have ever come to it though, was at Toronto, where the matter was submitted to a committee with instructions to report at the next session. Another wants to know why it is that members of the Order do not avail themselves of the benefits of our insurance and then gives it as his belief that the "disability clause" is the stumbling block and wishes the law amended so that it will provide that whenever a man is disabled so that he cannot run a train, he shall be entitled to the full amount of the benefit. I have simply to say to all who are in favor of this, that if you wish to hurry the Benefit Department to an untimely end, adopt such an amendment and you will see its sun set in darkness in a time so short that you will wonder if there ever was any such a thing as a Benefit Department. When members complain of the excessive cost of the insurance at present, what would be the effect if the cost should be suddenly doubled? And it would be doubled inside of six months should such an amendment become law. I believe that our present disability laws are a little more liberal than they ought to be and I believe that on this account many claims for disability are made that otherwise would not be. Much fault is found on account of the delay in passing upon disability claims, and it is a common occurrence for me to receive letters from members, saying that if I do not act more promptly, all the members in Division . . . will "drop out" of the insurance; the fact that I have nothing whatever to do with the approval or rejection of claims does not appear to enter into their calculations at all. I do not propose in this letter to defend the insurance committee, as I believe them competent to take care of themselves, but it is a fact that in all claims, where there is no doubt as to the right of the claimant, there has been much more delay on the part of divisions themselves than on the part of the committee. Again, too, I receive complaints occasionally from members on account of the delay in paying certain claims, and in three instances out of every four, I find upon

investigation, that the member who makes the complaint has not paid the assessment from which the claim is to be paid. Or, in other words, that he has in his possession the money that he censures me for not paying to someone else. There are on our books, several disability claims that the committee cannot allow without violating the laws and claims in which the claimant has no shadow of a right to the benefit. This may sound like strong language, but it is true, as the Insurance Committee will verify; for instance there are several claims for loss of hearing, where the claimant has ran a train successfully notwithstanding his deafness, losing his position for some other cause, and then because he cannot procure another situation as conductor, on account of deafness, claims the benefit. One claim that has been rejected by the committee was for deafness, when the claimant admitted that he was deaf before he ever became a member of the Order. During its existence the Order has paid not less than a dozen claims where the claimant had not the slightest legal claim upon us, and where any other association would have refused to pay, unless it should possibly be some fraternal association of a particular class like ours. Now, as to delay in claims where it is difficult to decide: It is well known to every member, or if it is not it should be, that there are many cases of sickness where the person is totally disabled for a long time and finally recovers; there are very many cases where a conscientious physician cannot certify to the best of his belief that the person will not eventually recover fully, and where a physician does not make such a certificate, the committee cannot allow the claim. There are numerous other cases where the certifying physician qualifies his certificate by saying "cannot recover without an operation," "may possibly recover, but not very likely," "is totally disabled from performing any heavy manual labor," and so on almost *ad libitum*. In others, physicians certify that the claimant cannot recover, and the medical director says that such cases frequently do recover, and advise the committee to wait awhile before acting. Is there any wonder that there is delay in such cases? We have had numerous cases of claims for benefit on account of the loss of use of an arm or leg, when it was proven absolutely that the limbs were being used every day. Claims have been filed for disability on account of sickness or injury when the claimant was steadily earning more than a great many members who have suffered from neither. I remember one case where the member making the claim had suffered from a slight injury to the leg, but at the time of making his claim was receiving \$75 per month, using his leg every day, and is still using it, withdrew from

the Order because his claim was disallowed, and now accuses the Order of "defrauding" him.

The trouble is, that under our present disability laws, we pay a premium for disability claims. In my opinion the remedy is not to open the door any wider, but to partially close it by paying only one-half the amount of the certificate for any disability except the loss of both arms, both legs or total blindness.

A matter that has been explained more times than the department has had losses, and which is explained in print on the blank form that is sent out for making the claim upon, is that alluded to by a correspondent from Division 160, and in reply to the question, I would say that under our present laws, if the Brother should die April 1st, his wife will have to pay all assessments that are made for losses occurring before April 1st, even if the notice of those assessments is not issued until after his death. For instance, should I die today and the Brother April 1st, a notice of assessment for my death would not reach Northumberland until after his death, but that assessment would have to be paid by some one for him, or it would be deducted from the benefit. Is there anything unfair or unjust about this? If time and space permitted, I could readily show that any other method would not be just to all, and that if assessments ceased with the member's death, without regard to previous losses, it would work injustice to some.

The same correspondent objects to the plans proposed in the CONDUCTOR and rejected by the last Grand Division simply because it would hurt the present insurance, or class A. This same argument was used at Denver, and the same old argument was used before you and I were born. "We must not adopt anything better because it will injure what we now have." Had this same old argument been effective, there would be no Order of Railway Conductors today, because there would be no railroads to make conductors. It is the same argument that caused the English farmers to chase the first railroad surveyors out of their fields with pitchforks, because forsooth the railroad would make their horses useless. One is not so much surprised at the use of this argument in those days, but it is a natural supposition that in this day and age such argument is obsolete, or ought to be at least. Just think of it for a moment! "We won't adopt a better, because it will injure what we have." If some insurance company should offer Brother Mack as many \$2,500 policies as he wished at the rate of say \$15 per year, each would he refuse to avail himself of the offer because it would injure the benefit department of the Order? One objection made was that the proposed laws would cause class A to become extinct through loss of members, and that there are many present members who could not pass the necessary physical examination to become members of Class B, and thus they would be deprived of their present insurance when too late for them to obtain any other. This would be true, if no provision had been made for them, but a provision is made in the proposed laws that will give them, I believe, \$2,000 insurance that will be good for all time to come in the place of \$2,500 that is good if they die now or perhaps within the next few years, but which I honestly believe will be worthless to the member who lives twenty years from now. Which is the most un-

them \$2,000 good insurance, or let them keep \$2,500 of "maybe it is and maybe it isn't?"

Our Benefit Department lost 263 members last year, and while I am very sorry to see it and be compelled to admit it, it is simply following in the path trodden by our predecessors. Our percentage of loss has been much less than our older contemporaries, but I fear it will steadily increase if we do not do something to stop it.

We have now the best and cheapest insurance of its kind in existence, but it is not what it should be. The fact that members pronounce it too high, is simply proof that they speak without knowledge or consideration. I shall later on make some comparisons as to cost. Those who complain of delay in the adjustment of disability claims do so also without knowledge of facts or without due consideration, for I am satisfied that the committee can give good and sufficient reasons for the delay in any case, and I urge any member who has any reason for complaint or who thinks he has, to make it known through the columns of the CONDUCTOR and give the committee an opportunity to answer it.

Some members, and at least one correspondent, favor making the insurance compulsory. Now, I will leave the matter of "compulsion" to those whom I know will take a decided stand as to the personal rights of members which even the Grand Division cannot infringe, and simply say that the laws of Iowa under which we are incorporated, prevent anything of this kind, as do the laws of every other state in the union which makes any pretense of regulating the matter of life insurance, and I would suggest that making the initiation fee large enough to cover the cost of a certificate, and saying to the new member after he "registers in" the by-laws: "This Division will present you with a certificate of insurance for \$2,500 if you can pass the necessary examination and will promise to pay the assessments." Of course the Order can be made a purely mutual benefit association, but to do that we would have to get rid of a great many present good members and shut out a great many prospective good members.

Recurring again to the question of "why do not members take more interest in the Benefit Department?" Let me ask any member about what proportion of mankind would be insured if left to their own free will? I am very free to say that in my opinion it would be very small indeed, and I believe the success of the Benefit Department in building up an association that pays its members \$160,000 per year without the aid of paid solicitors, is phenomenal in the annals of life insurance. It is a record that has never been approached by a like association. The Order does absolutely nothing in the way of soliciting business and solicitation is what makes the success of outside companies and associations.

Whether it would pay the Order to employ solicitors, is a question for consideration. In case it should do so, there is one very important point to consider immediately, viz: Shall we do business in violation of the laws of several states, subjecting ourselves and our agents to the penalties of those laws, or shall we comply with the laws in each state, thereby creating an additional expense of perhaps \$200 for each state in addition to the amounts paid agents or solicitors? It is true that other associations are doing business now, and have been for some time without complying with

these laws and have no trouble, and it is equally true that the Order might do so for years without trouble, but it is also true that complaint might be made at any moment and penalties inflicted that would end our existence, this without taking into consideration the moral view of whether or not the Order could afford to take the position of a willful law-breaker, simply because we think no one will enforce the penalties.

One great trouble, not only with our own Benefit Department, but all other associations of like character, is, that we begin by furnishing insurance for very much less than it is actually worth. Those who die early are "ahead of the game" and those who don't are left in the cold. Whenever one man gets something for nothing or for less than it is worth, some one else has got to pay for it and it don't make any difference whether it is in insurance or the Louisiana lottery.

I now come to my good friend from the malarial bottoms of the Wabash. Bro. Cutter and I can agree on one thing for a starting point, viz: the need for a sum of money placed at interest for the support of the association, to be procured by collecting at the start from each member, a sum that more nearly approximates the actual value of the insurance that is given him, than we have heretofore done, and I don't care whether that sum of money is called a "reserve fund," "sinking fund," "reserve portion" or anything else. I am as indifferent to the name as the boy who didn't care what they call him, so "it wasn't too late for supper." If we can get the "supper" in the shape of \$500,000 at interest, properly protected, I don't care what it is called.

Bro. Cutter has, on different occasions, questioned the expenditures of the Benefit Department for "expenses," or rather, let me correct in advance what might result in a misunderstanding, and say he has questioned the wisdom of the laws providing for the work of the Department as causing too much expense, and I understand went to Denver with a cannon loaded, but for some reason failed to shoot it. As a first criticism he quotes from a report made by Bro. Wheaton when chairman of the Insurance Committee, which in the way it is quoted would lead the reader to infer that all the work connected with the Department occupied about two months, and Bro. Wheaton and his associates on that committee wished to pay some one \$2,000 for doing that two months' work. I can hardly believe that Bro. Cutter so understood the matter, and I can hardly understand just what point he wishes to make by the quotation. The language quoted was used by Bro. Wheaton in his report as chairman of the Insurance Committee and referred solely to the work of the chairman, and he merely said that the time occupied by him as chairman of that committee in certain specified cases and other insurance work would "amount to not less than two months," but it has not the slightest reference to the work of the Department generally, or of any other person than himself. Bro. Cutter is right in supposing that "the assistant, (who is Bro. Sackett), does not receive half" of \$1,000 per month, but he does receive nearly half of \$2,000 per year, viz: \$900 from the Benefit Department, because fully half of his time is occupied in the work of that department, and if there is any reason whatever for complaint in regard to the proportion of salaries paid by the Benefit Department, it is with those

members of the Order who are not members of the Benefit Department. One-half of my own salary is paid by the Benefit Department and while one-half of my time is not occupied by the work of that department, still a large portion of it is and a much larger proportion of the cash handled, and for which I am held responsible belongs to it. One-half of the salary of the book-keeper, one-half of the salary of the stenographer and one-half of the salary of the messenger is paid by the Benefit Department in accordance with the adjustment arranged and approved by the Grand Chief Conductor and the Executive Committee, to which Brother Cutter refers. Of the time of the book-keeper and messenger, more than one-half is occupied for the Benefit Department, while with the stenographer it is probably just about even, though during the past year more than half his time has been given to the Benefit Department on account of the issue of the new certificates. Of the entire furniture and fixtures of the general office there is but very little indeed that would not be required by the Benefit Department, if it were managed entirely by itself, and certainly one-half of the fixtures owned by the Order at the time the law adopted at New Orleans took effect, is not an unreasonable sum to charge the Benefit Department for them when you consider that the Order thereby gives to the Benefit Department an equal ownership in them. This whole matter was fully reported to the Grand Division and by them approved, without a dissenting vote, if my memory is correct, and Brother Cutter was a member of the body which approved.

Brother Cutter then quotes from the report of a Finance Committee which would indicate that the total value of the property of the Order is only about \$1,000 and that as a consequence "something must be wrongsomewhere," when more than that sum is charged to the Benefit Department for a half interest in that property. If Brother Cutter will turn to page 204 of the same proceedings, he will find that an invoice of the property of the Order and Benefit Department, which was checked and found correct, shows the actual cash value of the furniture and fixtures to be \$3,095, and in arriving at this value a large discount is made each year to allow for depreciation in value on account of wear. The committee did not fully explain what they intended to in the language quoted, and they leave room for the inference which Brother Cutter seems to draw and which may readily be drawn by anyone reading his letter and unacquainted with the facts. When the offices of the Order were located in Cedar Rapids, the best location for the offices when rental and everything was taken into consideration, was the entire floor of a building, which was then one large room some 50x120 feet, which could be leased for five years at \$600 per year, provided the Order would do the necessary work, or for \$750 per year and the owner would fit it up as we wished. The former was chosen and it was this expense of fitting up and putting in the necessary partitions that cost the \$1,000, including some additional furniture which became necessary on account of the increased room and business, and it had no reference to anything else or any other property or fixtures. The statement that the committee "find them (fixtures and furniture) neat, but do not think them too expensive," was inserted by them by request of the Grand Chief Conductor, because a member of the

Executive Committee had criticised the new furniture as being too expensive and nicer than was necessary, and so far as furniture is concerned this new furniture was all that was referred to by them in the report and the fixtures referred to by them meant the partitions and permanent fixtures that are not the property of the Order but which revert to the owner of the building when we leave it. The members of that committee are all on deck and all readers of the CONDUCTOR will correct me if wrong.

In regard to the statement in the circular of November 1st, the item of salaries is misleading, although not noticed at the time that it was printed. It should show that this salary item was a lump sum for the entire year of 1887, all who were consulted in the matter agreeing that it was the intent of the Grand Division that the amendment should cover the entire year and not from August 1st merely, and the amount specified was agreed upon as a fair one to cover salaries and all other expenses except for furniture, &c., up to that time and salaries for the balance of the year. From January 1st, 1888, the salaries have been apportioned as shown above in this letter. The statement given on page 195 of the proceedings, is as Brother Cutter or any one else, should see at a glance incorrect, the total expenditures shown there being some \$2,000 less than the actual amount, and while I have not had time to look up and see just where the trouble is, I note that one item of \$1,342.57 for furniture and fixtures is omitted entirely, and the only item of incidental expenses, (which includes an almost innumerable number of items of all sorts,) shown in the proceedings, is the express charges paid on money received. I am inclined to think that the written report presented to the Grand Division at Toronto contained these items and was correct, for certainly if there was a discrepancy of \$2,000 the Finance Committee would have discovered it. However, as the proof reader of the proceedings, I am responsible for the errors occurring there. The presumption that "fur. etc.," in the report to the Grand Division is what is reported in the circular as furniture and fixtures is correct, only it should have been a separate item in the proceedings as it is in the circular. Brother Cutter has my thanks for calling attention to this matter, for I had not noticed the discrepancy before. Now, however, by way of "getting even" for your discovery of my "general debility" as a proof reader in permitting the errors in proceedings to escape until figuratively taken by the ear on account of it, "I have you on the hip," and when you explain to me how you arrive at the conclusion from the circular that there was a balance of \$872.13 on hand in the Expense Account of the Department, you won't have much time to congratulate yourself on having "got my scalp." A careful observation of the statement in said circular will lead almost any one to the conclusion that having expended \$5,565.63 and received only \$5,693.50, the Expense Account was \$872.13 in debt instead of having that amount on hand, and that quite likely the secretary of the department deserves censure for failing to notice the fact sooner and apply to the committee for authority to make an expense assessment as soon as the balance was reduced to \$500 instead of waiting until there was a deficit of \$900. The only excuse the secretary has to his failure to make the application is that

the state of the expense account until the annual balance was made at the close of the year. The same oversight and a natural disinclination to make an expense assessment, is responsible for the same thing in a greater degree, when the last expense assessment was made. I honestly believe that the time between (no, not drinks,) only expense assessments, seems much shorter to me than it does to Brother Cutter or any other member of the department, not because it costs me a dollar the same as the rest of the members, but because of the complaints it brings out about the cost of the insurance.

The present proportion of salaries paid by the department to persons in this office is \$293.33¹/₃ per month; adding the \$100 per annum paid to each of the committeemen, makes it \$318.33¹/₃; amount paid the medical director and attorney and for expenses of the committee depend on circumstances. If Brother Cutter or anyone else has any honest idea that any one man can do the necessary office work for an assessment association of 4,000 or 5,000 members, it would be a revelation to him or them to give it a trial. And again, we have a comparison with the Mutual Aid and Benefit, and before I conclude I shall make some comparisons myself, and I shall be careful in referring to the above association to state facts. I shall show that although Mr. Huntington gets but \$1,500 per year, the expenses of that association are proportionately greater than ours and that they would be much more so if the said association paid its legitimate expenses. I wish it distinctly understood that I shall say nothing in enmity to the M. A. & B. No member of the Order can truthfully say that I have advised him to withdraw from that association, but on the contrary, many will testify that I have told them to keep their membership, that I have always and on every occasion testified to the fact that it is a good association and that the conductors of the United States should support it, but when it is continually asserted that it is better, cheaper, better managed and more prompt in its payments than the Benefit Department, I owe it to those who pay me my wages not to let such public challenges go undisputed. This association would not be mentioned by name by me were it not for this fact, that it is continually being held up as a cheaper insurance than our own. It is a cheap insurance; cheaper than it ought to be, and like the Benefit department of the Order, that very cheapness is its weakness. It is too cheap for the benefits it gives, but it is not cheaper than the Benefit Department of the Order.

Brother Cutter's reason for not giving his plan is certainly a very unreasonable one, although I might consider it very flattering to myself as conveying the inference that there is no use of presenting any plan that does not meet my support. I am inclined to think that Brother Cutter does not wish that inference drawn, and that he does not give us his real reason for not presenting a plan. He certainly does not give the correct reason for my unwillingness to support his plan, if I correctly guess what that plan is. Brother Cutter has in the past been in favor of adopting the plan of doing business that is used by the M. A. & B. and in conversations, he has often referred me to them. I certainly am not willing to be held responsible for money handled by others who are not under my control, but there is no question of my responsibility for money handled by

any one in considering the plan heretofore urged by him. There are several objections to the plan, the first of which is our own experience in the past. For some fourteen years we tried the plan of notifying division secretaries of assessments, they notifying the members and collecting from them and for fourteen years it proved a dismal failure. There are today many members of the Benefit Department who lost their membership through the failure of the secretary to perform his duty. One division with over thirty members in the insurance, all but one forfeited, and he saved himself only by writing to the office and making inquiry. It is asked why the plan works well with the M. A. & B. and will not with the Order. To this I can only say that the system of selecting the local secretaries is entirely different. If a system of selecting a secretary on each line of road where we had members, was adopted and then these secretaries paid for their work, it would probably be successful and a large amount of work in the general office could be saved, but the amounts paid to these local secretaries would overbalance the saving in the general office, and the net result probably be an increase in expenses, certainly it would if the Order complied with the laws of the different states and procured the necessary license and certificates for its agent, [local secretaries,] to do its business. The whole idea of the "plan" is to get work done for nothing and, to disguise the amount, distribute it among enough persons so it will not be noticed. If Brother Cutter will present his plan to the Grand Division he will find there a number of members who can talk about it from experience and who may give him food for thought. Unload this time, Albert, don't carry it home with you.

Now, to come back to the vexed question of cost. Brother Cutter gives a table, showing cost of insurance from the age of 25 to 60, on each \$1,000 of insurance, presumably being the average rates charged by level premium companies for the two classes of insurance given, and it emphasizes the general idea advanced in the article quoted by him, which is in brief that many members of assessment associations including our own, drop out because they "cost too much," when they are ignorant of what the cost ought to be or what they are really paying in comparison with other insurance. In considering this table, one important factor should not be lost sight of. These rates are for the ordinary class of people who insure, that is including what are known as preferred, ordinary, hazardous and extra-hazardous, while in our insurance the risks are all what is known as hazardous and extra-hazardous, and for which a much larger than ordinary premium is charged by level premium companies. Taking the lowest age given in this table, 25; we find that the straight life premium is \$15.42 per \$1,000, or \$38.55 for \$2,500, 55 cents more on a preferred risk for life insurance alone than was given by the Order for life and disability both, during 1889. Our disability risk adds one-third to the cost so that adding the disability risk to the "straight life" premium, we find that it would make the cost \$51.40, or \$13.40 more than ours, while the ordinary premium would be \$49.72 for life and \$66.29 with disability added, and this, remember, is for the age of 25. The average age of members of our insurance is 35, and taking the rates in the table for that age we have \$47.47 life and \$63.29 life and disability

on the "straight life" plan, and \$65.95 and \$87.93 respectively on the ordinary premium plan. The deduction from this is, that the youngest of our members are getting their insurance for less than its actual value, while the older ones are getting it for very much less.

I clip the following from the published report of the Mutual Reserve Fund Life Association;

Ninth—That these grand results have been attained while collecting from the members but \$17.14 upon the average, at all ages, for each \$1,000 insurance exposed, which sum has provided for the death claims, for the reserve or emergency fund, and for all the expenses of the association of every kind and character whatsoever, and these collections were based on age of entry of the members.

Tenth—That the average sum collected by all of the old system companies for the year 1888 was \$53.24 on each \$1,000 of insurance exposed, or more than three times that collected by the officers of the Mutual Reserve Fund Life Association.

Here it will be seen that a company doing a straight life business at very low rates, charges for life insurance only, without any disability feature, an average of \$17.14 per \$1,000 or \$42.85 for \$2,500, \$4.85 more than the Order furnished both life and disability for during the same year, 1889, while their statement of the average cost of insurance in old line companies during the year 1888 was \$53.24 per \$1,000, or \$133.10 for \$2,500 life insurance alone, or \$95.10 more than the Order furnished both life and disability.

A Masonic association, of which I am a member, which I believe to be well and economically managed and which has some features that are better than any association that I know of, including a small reserve fund, reports its expense during the last fiscal year, as follows:

Total salaries.....	\$15,421.61
Printing, etc.....	1,454.40
Postage.....	1,519.55
Incidental expenses.....	5,627.53
Collecting assessments.....	1,969.04

Total.....\$25,991.63

It has 8,000 members, making a cost of something over \$3 per member for expenses.

The M. A. & B. collected during the fiscal year ending Sept. 30th, 1889, \$52,596.91; it paid in benefits, \$47,000, (a little more than one quarter the amount paid by our Benefit Department.) It paid for expenses, \$2,511.39; it has 1232 members, thus making its expenses a trifle over \$2.00 per member. It sends its assessment notices by railway mail in violation of the postal laws, thus effecting a saving where the Order pays hard cash. A large part of its work is contributed by members and although under these circumstances its expenses should be less in proportion than the Order insurance, we find it a trifle greater. It made during the fiscal year, seventeen assessments for \$2.50 each, making a total paid by each member of \$42.50, as against \$38.00 in our insurance. Among the claims paid I note that Brother W. L. Collins, who lost the use of his arm some years ago, whose claim was filed with the M. A. & B. about the same time that he filed one with the Benefit Department of the Order. He received his money from the Order March 20th, 2885, there

being at that time less than 2,500 members, Brother Collins received but \$1,726, but the cost for that year was \$17.00, or \$10.00 per \$1,000. It is but fair to state that this is an exceptional case and that ordinarily there is no such delay in the payment of just claims by this association. It pays as promptly as can reasonably be expected, but no more promptly than our own department, as can easily be shown if necessary. Finally, to any reader who happens to be a member of M. A. & B., do not permit your membership to lapse; the association is a worthy one and deserves your support. To the conductor who is not a member of any, become a member as soon as possible; you owe it to your profession to give the preference to associations composed of your fellow conductors, and to give to your aid in behalf of the widows and orphans of conductors, particularly so long as they furnish you cheaper insurance and better insurance than you can get for the same cost elsewhere.

To conclude, the statement made in the article quoted by Brother Cutter, that "the applicant can find in any well-managed association a temporary insurance at cost or less," is absolutely true. Shall the Order of Railway Conductors demonstrate that the next proposition, that all such must be temporary so long as new associations continue to attract the best risks, is not true, by establishing an association that shall be permanent and enduring and provide a sure protection for those of us who have passed the half-way post of life?

Mr. Editor, when you have more spare space to devote to insurance, call on me again.

Yours very truly,

W. P. DANIELS.

ST. PAUL, March 13, 1890.

Editor Railway Conductor:

In looking over the insurance department I find a great many views regarding this important subject. I am pleased to see this; as from the many views there may come some idea of great value, and an improvement made over the present manner of doing business in that department. But, I am frank in saying the only one I see so far offered is in giving the Brothers the privilege of obtaining one-half the full insurance \$1,250 for half the money—other than this I can see no need of any radical change. Our Brother from Colorado Springs who says he is not a member of the insurance department (ought to be) wishes it made obligatory. Now, Brother, there are a good many of the Brothers that took out a life insurance before the O. R. C. insurance was thought of, and have got all they can pay for now, and are not willing to give it up for a new one. This would work injurious to them. Now as to there being cheaper insurance than the O. R. C. you are right, but the benefits are also cheaper. Brother Madera quotes the Hartford; now this can not be compared to the O. R. C. If you take a straight life in the Hartford, then you cannot get it ~~more~~ as cheap as the O. R. C., beside you won't

cent out of it for the loss of the sight of your eyes, or the loss of all your limbs, while this one will pay the full amount for either. If you take an accident policy in the Hartford, then you would get nothing for death by natural causes which our's pays for in full. Besides if insured in the Hartford as the Brother says, \$4,000, and \$20 weekly (instead of \$25) will cost \$30 as a passenger conductor. But if you should leave that occupation and take a job as a freight brakemen, then you would be the proud possessor of \$300 and \$7 per week indemnity. Now, while there is nothing the matter with this plan of insurance, it is easy to see that the O. R. C. is much the cheaper for railroad men, when you take all things into consideration. I feel as though all members ought to carry this insurance, as well as an accident insurance, and as our Brother speaks of one advertised in the back of the CONDUCTOR, which can also be found in the B. L. E. Journal; also in the Fireman's Journal, which is not only cheap, but reliable as an accident insurance. This one is the Railway Officials & Conductors Accident association of Indianapolis, Ind., W. K. Bellis, secretary; this corporation insure railroad men only. It is composed of railroad men. It employs railroad men only to do the soliciting; then why not patronize a company who patronize you. This company is in its seventh year, and has never contested, compromised, or discounted a claim; never caused an injured member to wait for his money. Now, Brothers, why not patronize the benefit department of the O. R. C. for your life insurance and total disability; and the Railway Officials & Conductor's Accident, as your accident insurance. This latter named is not connected with the Order of Railway Conductors, but is connected with all classes of railroad men and works entirely to their advantage. Do any of you know of a claim that has not been promptly settled, or of any one case of litigation, regarding the settlement of a claim, or do you know of any other accident company, who has never discounted, compromised, contested or litigated a claim?

Yours Respectfully,

INSURANCE.

BATTLE CREEK, Mich., March 3, 1890.

Editor Railway Conductor:

MY DEAR SIR: I have just been reading the article on insurance, written by Brother U. L. Upson, of Buffalo Division, in No. 5 of March 1, and it meets with my hearty approval. I wish every member of the Order could read it. It seems strange to me that any one should be unable to meet the assessments as the insurance is now. I am at present, braking at the small salary of \$40 per month, and I find no trouble in keep-

ing up the assessments, and also keeping up the premium of \$107.40 a year, on a \$5,000 policy in the New York Life. If there are any members who are unable to carry the insurance as it is now, I would approve of Mack's plan in No. 4 of Feb. 15, giving such members a chance to carry \$1250.00 at 50 cents each assessment. Does Brother Madera, who writes an article in No. 5, realize when comparing the Hartford Insurance with the O. R. C., that the Hartford is merely an accident insurance and that a man must be crippled or killed by some accident, before he can get any benefit from the company. While in the O. R. C. if he dies from any disease, or any accident, his family is protected, and if he loses a foot, hand, arm, leg, eyesight, or the use of same, he gets the full amount of insurance to set himself up in business.

I tell you the Hartford is not worthy of the first degree of comparison with the O. R. C. insurance, and the insurance advertised in back of our journal is accident insurance, and I fear too many of the Brothers are deceiving themselves by putting too much dependence in accident insurance. There is not one of you that expects to be killed in an accident, while you all know you must die either by accident or disease. Why then do you not prepare for what you know must come, by providing yourselves with an insurance that covers death in any form, and also keeps you if you are disabled. I am no lover of assessment insurance, started as many of them are, by a few men as an investment, giving them a soft snap in office and feathering their nests till the members begin to die; and then after all members of the company are rich, quit business, leaving the poor policy holders with no protection. But an assessment insurance like the O. R. C., whose stockholders are its members, bound together by the principles of Brotherly love, and Perpetual Friendship is entirely different.

I have had three years experience in the insurance business, and I must say that I know of no insurance so valuable to a railroad man, and at so little expense as the O. R. C. insurance. It makes no limit of travel, residence, or occupation; so there is no danger of a man finding himself without insurance as long as he keeps up his assessments, while in most other insurance a man is liable to find himself, or his poor family find themselves without protection when it is most needed, simply because he has broken some law in the policy, which he was not acquainted with. And now, Brothers, let me say if you have no insurance, or nothing but accident insurance. I beg of you, make out an application for the O. R. C. insurance at once. Do not wait till you lose a limb, or your life, and then have your Division be compelled to issue a circular calling for aid for you, or your poor family. Remember if your Division should have to come to your assistance, the amount obtained in that way would come far

short of the noble \$2,500 you would receive if you have a certificate. I wish to urge all members of the insurance to pay their assessments as soon as they come, and not keep the poor widows and orphans waiting 60 days, and then perhaps forget about having the notice in the house and forfeit their membership, and take the great chance of leaving their own family to the cold charity of the world. In conclusion I wish to answer Mack's question by saying that if I should die, my wife would expect to pay all assessments for deaths that occurred prior to mine.

Wishing the O. R. C., and especially the insurance department greater prosperity in future, than has been known in the past, I will "let you go." Remaining, very truly,

Yours in P. F.,

N. E. RETALLICK.

Battle Creek Division. No. 6.

DES MOINES, Iowa, March 10, 1890.

Editor Railway Conductor:

Another circular from the G. S. & T., and a long list of members who have forfeited in the Mutual Benefit Department, which means perhaps that some of these Brothers will meet with misfortunes, and leave their loved ones to the charities of a cold world unprovided for. Division No. 38 has been talking over this matter lately, the result of which is, we believe, the idea has become prevalent that our insurance is too high, or else is not in the shape most desirable. Now, if this be a fact, would it not be wisdom for all Divisions to take this matter up as a special order of business and talk over, and arrange for some plan of action, and when we meet at Rochester in Grand Division, do something that will place our insurance within the reach of every member, and forever do away with these appeals for charity. And in order to be prepared we should discuss the matter in its various bearings, so that when the Grand Division meets we may be ready for legislation. Would like to have the different Divisions give us through the CONDUCTOR their ideas that we may discuss them over. So now, will give you one from Division No. 38, which I may present to the Grand Division, which is this: "That the Grand dues be increased to (say) \$25 per member, and that all members of the Order become members of the Mutual Benefit Department." Now this has its objections, and many will say that if we adopt it, we will have to raise \$100,000 for deposit with the state. Well, what if we do? Had that ought to stop us, if we think this is the best plan? We have about 15,000 members, and if we wish to raise this amount for deposit, it would only be 6 $\frac{2}{3}$ dollars for each one, and I believe that \$25 will provide funds for losses, so that we may all have insurance at far less money, with this included than we now have. I hope that our insurance may be talked over among all Divisions and that the delegates will go to Rochester, and put it on a basis so that we may feel secure, and that at our meetings there may not be so many circulars read asking for charity, for I have never known of one that gave satisfaction in its results. Hoping to hear from many of the Brothers through the columns of the CONDUCTOR, will close by asking you to give this an early insertion if you think it worth the space.

Yours, in P. F.,

HOWARD CASE.



MILWAUKEE, Wis., March 31, 1860.
C. S. Wheaton, Grand Chief Conductor:

DEAR SIR AND BRO.: I herewith submit my report of the organization of Gogebic Division No. 253, at Ashland, Wis., March 30th.

I left Milwaukee accompanied by several Bros. from Division No. 46, at 7:40 p. m., Saturday, arrived at Ashland at 9:30 a. m. Sunday, and was met at the depot by Brothers Friend and Lyons.

A special session of the Grand Division was opened in due form, at 10:30 a. m., in I. O. of O. F. hall, for the purpose of organizing a division of the Order of Railway Conductors, with the following officers in the chairs: W. J. Durbin, C. C.; W. H. Sherman, A. C. C., Division 46; E. A. Sims, S. and T., Division 46; T. W. Tucker, S. C.; W. D. Steese, J. C., Division 130; T. Meaher, I. S., Division 46; P. W. O'Niel, O. S., Division 46.

Visiting Brothers present: S. M. Green, O. F. Willis, Division 46; W. A. Webster, J. McKie, V. L. Bartlett and M. E. Galvin, Division 211.

The following charter members were present and instructed in the work of the Order: J. A. Field, E. Cleary, E. A. Quinlan, J. J. Creamans, T. Kennedy, W. L. Lyon, C. M. Beattie, J. B. Carlin, B. W. McCarey, J. W. Connors, W. A. Redner, J. H. Friend.

Brother P. W. O'Niel, C. C., Division No. 46, was invited to take the chair for the purpose of conferring the degrees on Mr. Connors. Mr. Connors was then introduced, and the first, second and third degrees conferred upon him in due form.

We then took a recess for one hour, during which time we were escorted to the Colby House by the Brothers of the new Division, where a magnificent spread had been arranged for us. I found seated at the table a number of the representative men of Ashland, and a number of representatives of other societies, of which there seems to be quite a number, one and all of whom extended a hearty welcome to Gogebic Division No. 253 O. R. C.

Division was called to order at 2:30 p. m., and proceeded to the election of officers with the following result: C. C., Ed. Cleary; A. C. C., W. L. Lyon; S. and T., J. B. Carlin; S. C., W. A. Redner; J.

C., J. A. Field; I. S., T. Kennedy; O. S., J. J. Creamans; Delegate, J. B. Carlin; Alternate, J. Friend. The above named officers were then duly installed by Brother W. A. Webster, of Division 210. Brother T. W. Tucker, of Division 46, acting as Marshal for the occasion.

The work of the Order was as fully exemplified as could be, owing to shortness of time, many of the Brothers of the new Division were obliged to leave the city at 5:30 p. m., to enable them to get home in time to take their runs. I feel confident, however, that the division is in good hands and will prosper under their management; especially with Brother Webster at their right hand. I desire to extend to all the officers who so ably assisted me in the organization of Gogebic Division No. 253, my sincere thanks, particularly to Brothers O'Niel, Webster and Sims. I also desire to speak for one and all of the visiting Brothers, and extend to the Brothers of Gogebic Division No. 253, and the citizens of Ashland, our most sincere thanks for their very kind hospitality shown us while in their beautiful little city.

Yours truly in P. F.,

W. J. DURBIN,
 D. G. C. C.

CHICAGO, March 22d, 1890.

Editor Railway Conductor:

Leaving Chicago for Portland on Thursday p. m., I arrived in Boston on Saturday, and meeting several of the Brothers of the Divisions located there, I found that if I laid over until Sunday a. m., I should have company to Portland, so I accordingly did so, and at 8:30 a. m. Sunday, a special train with 117 on board, left over the eastern division of the Boston & Maine R. R. for Portland, Me., and at North Berwick Junction we were reinforced by about 40 Brothers who left Boston via the western division of the Boston & Maine at 8 a. m., most of them, however, joining the party enroute. Arriving all safe and sound, we were conducted directly to the hall, where at 1:00 p. m., a special session of the Grand Division was opened with the following officers in the chairs: G. C. C.,

C. H. Wilkins; A. G. C., L. P. Bourne, Division 157; S. and T., W. R. Mooney, Division 157; G. S. C., T. S. Richardson, Division 122; G. J. C., E. W. Cassidy, Division 219; G. I. S., Elias Munday, Division 75; G. O. S., A. H. Brown, Division 157. The following charter members were then introduced and instructed in the work of the Order, after having been obligated:

E. G. Chase, Wm. Hooper, David Pratt,
L. D. Cobb, D. L. Foster, C. M. Benjamin,
E. M. Young, Geo. P. Thomas, C. E. Hartshorn,
F. L. Gardner, D. Conway, G. E. Whitney,

The three degrees were then worked in full upon M. F. Healey; after which the Division was regularly constituted. A recess was then taken to attend the banquet which had been provided, and 301 Brothers and invited guests sat down and did full justice to the bountiful repast. Among those present were a number of railway officials. After the banquet the visiting Brothers took their leave via special train, well pleased with their visit to Portland, and firm in the belief, that a new link had been forged in the chain of Perpetual Friendship, of which they would all feel proud. Those of the visiting Brothers, together with the members of the new division again repaired to the hall, and the new division proceeded to the election of officers which resulted as follows: C. C., W. Sprague; A. C. C., G. E. Whitney; S. and T., S. S. Cahill; S. C., M. F. Healey; J. C., F. L. Gardner; I. S., Geo. P. Thomas; O. S., C. M. Benjamin; Delegate, S. S. Cahill; Alternate, W. Sprague; Division Committee, L. D. Cobb, 3 years; E. G. Chase, 2 years; D. Conway, 1 year. The name of the new division is Pine Tree, and its number, 66. They will meet for the present at 10:00 a. m., on the third Sunday of each month, at Rossini hall. The officers were then installed; after which the new division were given some instructions and closed in due form.

I predict, that Pine Tree Division 66, will in the near future, be a shining light among the divisions of the Order. They have the material and the ability, as well as the manifest interest, to make a mark for themselves, and that they are determined so to do I am well assured. I don't believe that any division of the Order was ever organized under more auspicious circumstances than this one. There were about 150 Brothers representing Divisions 75, 122, 146, 151, 157, 198, 201, 219 and 237 present, giving, not only the members of the new division an idea of what the Order is, but those upon the outside as well.

Payson Tucker, the general manager of the Maine Central, did all in his power to aid and assist the Brothers in the work of organizing, and if any one thinks that it was not appreciated, they should have been present and heard the cheers

given for the gentleman in question. The management of the Boston & Maine, also tendered a special train over the eastern, and also over the western division, to accommodate those of the Brothers who were desirous of attending, for which many thanks and kind words were expressed on all sides.

On the whole, I don't think I ever spent a day in my life, of which in the future I can look back to, with as much satisfaction and congratulation, as the 21th day of March 1890; and I believe that the whole Order can congratulate itself upon this accession to its ranks, as I believe it to be one of which they may well feel proud. I desire to publicly thank all those Brothers who aided by their presence, and more especially to those who assisted me so ably in filling the chairs, and conferring the work. To Brother Mooney, I feel that I am more indebted than any other, as he was of material assistance to me, both before and after, as well as at the time of organizing, and I sincerely trust, that all who were present at that time may feel, that the day was well spent, and that the Order of Railway Conductors is the gainer by adding to its roster Pine Tree Division 66.

Yours truly, in P. F.,

C. H. WILKINS.

A. G. C. C.

PUEBLO, Colo., March 22, 1890.

Editor Railway Conductor:

Since writing to you, I have had more business than a "cranberry merchant." On the 21st of February, I attended the ball of Division 60, an account of which I handed you in Sedalia paper. I can only emphasize what the papers say about the elegance of the arrangements and the enjoyable time had. On the 22d and 23d, attended Union meeting with Division 60. The meeting was quite well attended, and matters of vital importance which will come before the Grand Division were exhaustively and intelligently discussed. Brother Daniels was present, also many visiting Brothers. From Sedalia, Brother Daniels and myself went to St. Louis and spent the day most pleasantly with Brothers Fitzgerald, Lewis and other Brothers of Division 3. From St. Louis, I embarked for Temple, Texas, where I spent three or four days with the members of 217. I was very pleasantly entertained by Brothers Helm, Kelsey, Garlick, Bachman and others. The reports which have been floating around about this division are grossly exaggerated. They have not committed any such childish act as they are reported to have done. Division 217 is still Division 217, and I predict with confidence, they will there remain. I came back to Denison and met 53, the banner division of the state, at their regu-

lar meeting, March 2d. Here I again experienced the unexcelled hospitality of the many members of 53, whom I always am glad to see.

From Denison I went to Parsons, and spent a day most pleasantly with Brother Maxwell and others of Division 161. Brother Maxwell has blossomed out a wholesale groceryman.

Having an engagement with Division 35 for the 9th, I returned via Kansas City and Cedar Rapids, spending one day at the office, securing information and making arrangements relative to important work to be done immediately. If it were possible, I had intended to spend the latter half of this month and April, in visiting Divisions in Iowa, Illinois and Wisconsin. Other work that could not be delayed has prevented. Cases of grievances, the details of which would hardly be in place here, demand prompt attention.

Sunday, the 9th, and Monday, the 10th, I spent at North Platte, Neb., with Division 35. We could not have any meeting Sunday, but had one on Monday, the time being spent in practice on the ritual work. From North Platte I went to Dodge City, Kas., where we have no division, but where several of our members are located and who are unable to attend the meetings of any division. I spent a day with them and instructed several of them in the work, being ably assisted by Brother Deering of Division 11. From Dodge City I went to Topeka to visit 179. From some cause unknown to me, no meeting was held. I next proceeded to Newton to meet with No. 11. and spent two days as pleasantly as it is possible for days to be spent. All of Sunday afternoon and evening were spent in the division room, and both sessions were well attended. This is certainly one of our banner divisions. Leaving Newton I started for Leadville, the "City of the Clouds," where was a division to organize. Brother J. S. Scott, of No. 11, accompanied me from Newton, and Brother F. H. Scovill, of 44, from Denver. On the 20th, I organized Holy Cross Division 252, at Leadville, Colorado. The charter members number sixteen, of whom nine were present. Very ably assisted by Brothers Moran, of 244, Scott, of 11, Madison 244, Dunn, Grom and Scovill, of 44. I opened a special session of the Grand Division and the new division was organized. The entire day and evening was spent in the work, and very thorough instructions in the ritual work given. The following officers were elected and installed: C. C., R. C. Bowdish; A. C. C., W. P. Dale; S. and T., C. D. Robinson; S. C., E. S. Dunn; J. C., L. A. Singleton; I. S., W. Henderson; O. S., George Hewett; Division Committee, W. P. Dale, C. D. Robinson and R. C. Bowdish; Delegate, C. D. Robinson, and L. A. Singleton, Alternate. They will meet at K. P. hall, 127 East Fifth street,

Leadville, the first Sunday, at 7:30 p. m., and the third Sunday, at 1:30 p. m., each month. Speaking for Brothers Scovill and Scott, as well as for myself, I emphatically announce, that we were royally entertained, and every minute of the time spent in Leadville was most happily spent. The time we spent at the home of Brother C. D. Robinson and wife, being by no means the least pleasant. The division starts out with a very good prospect, having some of the best of material, and being very efficiently officered. The choice of the division for their most important offices being most wise. We will always remember our very pleasant visit, and the handsome efforts of Brothers Bowdish, Dale and others to make it enjoyable.

We have come to Pueblo to attend Union meeting with Division 36, and from the way the boys are dropping in, the meeting promises to be well attended. I will tell you of it later. My time for the next two or three weeks will be wholly taken up in grievance matters, and I cannot give details here. I left home the middle of February, and there is no prospect of returning before May first. I am glad to see and hear of so many Union meetings throughout the country. It evinces a new interest and I predict they will assist the Grand Division in taking such action as will place the Order in a much better position to do for its members, that which organization should accomplish. I look to see a new day breaking through the clouds after the Grand Division, and our organization march steadily on to most eminent success.

With most earnest hopes and best wishes for the welfare of not only the organization, but every individual member, I am very truly,

Yours, in P. F.,

E. E. CLARK.

CEDAR RAPIDS, Ia, March 31st, 1890.

Editor Conductor:

My attention has been called to articles going the rounds of the press, that I interfered with the action of the Order in the recent N. Y. L. E. & W. book examination case. I have no official knowledge that any of our members objected to this mode of examination, and know of but two persons who personally did object, as I was not called into the case at all. When on my way east on another matter, I met Brother M. Clancy, a member of our Executive Committee, and for the past twenty-five years a conductor on these divisions, and after consultation with him, I wired the officers that "John F. McVean did not represent the Order of Railway Conductors or its members on the N. Y. P. & O. division." McVean was at that time a suspended member of the Order and could not represent the Order even if directed to do so.

C. S. WHEATON,
G. C. C.

ROLL OF MEMBERS XXII GRAND DIVISION.

GRAND OFFICERS.

C. S. Wheaton, G. C. C.
W. P. Daniels, G. S. and T.
F. P. Silvernail, G. J. C.
P. J. Collins, G. O. S.

C. H. Wilkins, A. G. C. C.
E. E. Clark, G. S. C.
E. Munday, G. I. S.
W. C. Cross, Ex. Com.
H. Evans, Ex. Com.

M. Clancy, Ex. Com.
J. H. Latimer, Ins. Com.
W. J. Durbin, Ins. Com.
C. E. Weisz, Ins. Com.

DELEGATES.

Div. 1, J. P. Esmay,
" 2, H. S. Chapman,
" 3, W. F. Lewis,
" 4, T. M. Landon,
" 5, Geo. Dewey,
" 6, C. C. Rice,
" 7, J. E. Archer,
" 8, J. D. Shults,
" 9, J. H. Stowell,
" 10, M. Dearborn,
" 11, J. C. Weeks,
" 12, F. Transue,
" 13, G. Gillespie,
" 14, C. P. Hodges,
" 15, M. Wade,
" 16, J. McAuliffe,
" 17, R. A. Purdon,
" 18, J. H. Decker,
" 19, G. W. Huntley,
" 20, T. Harrington,
" 21, C. E. Drew,
" 22, G. K. Klein,
" 23, F. R. McKelvey,
" 24, E. D. Nash,
" 25, G. W. Howland,
" 26, E. W. Purrett,
" 27, J. L. O'Brien,
" 28, W. J. Brownson,
" 29, W. M. Dickson,
" 30, T. H. Riley,
" 31, D. E. Dana,
" 32, C. W. Everts,
" 33, W. H. Crosby,
" 34, F. Champlin,
" 35, N. R. McBride,
" 36, A. K. Waddell,
" 37, Sam. Phipps,
" 38, H. Case,
" 39, W. H. DeWitt,
" 40, F. M. Sanders,
" 41, M. Shehan,
" 42, S. R. Green,
" 43, M. W. Welch,
" 44, Levi Greer,
" 45, Wm. Moffatt,
" 46, W. H. Sherman,
" 47, A. E. J. Percival,
" 48, C. A. Sperry,
" 49, Ed. Jarvies,
" 50, F. M. Platt,
" 51, J. D. Hunt,
" 52, N. Decker,
" 53, C. N. Knowlton,
" 54, W. W. Appgar,
" 55, N. Watkins,
" 56, J. M. Stearns,

Div. 57, W. R. Bell,
" 58, J. R. Partland,
" 59, J. M. Chase,
" 60, F. L. Mead,
" 61, J. E. Young,
" 62,
" 63, Geo. Campbell,
" 64, S. Ingham,
" 65, Wm. Vahey,
" 66, S. S. Cahill,
" 67, T. J. Quinlan,
" 68, A. B. Robbins,
" 69, F. A. Pollock,
" 70, C. E. Trussell,
" 71,
" 72, A. L. Carey,
" 73, P. C. Lockwood,
" 74, E. H. Jones,
" 75, V. Pigeon,
" 76, L. Campbell,
" 77, B. F. Blount,
" 78, G. W. Ashford,
" 79, G. W. Scott,
" 80, S. H. Vernal,
" 81, E. D. Terry,
" 82, C. H. Kinzie,
" 83, D. S. Hecker,
" 84, F. L. Moore,
" 85, H. L. Keaggy,
" 86, J. Gibbs,
" 87, J. H. Ruben,
" 88, M. Dussault,
" 89, H. S. Reardon,
" 90, J. Mahoney,
" 91, Wm. Dunn,
" 92, L. L. Helmer,
" 93, E. A. Weston,
" 94, M. T. Coates,
" 95, F. C. Stuby,
" 96, C. D. Judd,
" 97, H. A. Perry,
" 98, P. L. Coleman,
" 99, W. L. Leonard,
" 100, E. Morrell,
" 101, C. H. Haselton,
" 102, G. H. Higgins,
" 103, H. M. Mounts,
" 104, J. E. Brazee,
" 105, R. E. Harris,
" 106, Ira Yantis,
" 107, John Conley,
" 108, Wm. Murray,
" 109, S. H. Brokaw,
" 110, F. F. Barnett,
" 111, R. D. Simpson,
" 112, T. C. Borden,

Div. 113, J. F. McCaffrey,
" 114, G. E. Vance,
" 115, W. V. Stafford,
" 116, L. P. Charles,
" 117, G. M. Miles,
" 118, M. Kent,
" 119, I. M. Van Slyke,
" 120, C. C. Cronin,
" 121, R. Addington,
" 122, C. D. Baker,
" 123, L. R. Jeter,
" 124, E. E. Clark,
" 125, J. Sullivan,
" 126, Wm. Flynn,
" 127, C. D. Knowles,
" 128, John Flinn,
" 129, T. Summerton,
" 130, E. McKenna,
" 131, M. Malloy,
" 132, W. J. Patterson,
" 133, J. W. Simmers,
" 134, G. M. Dillon,
" 135,
" 136, C. W. Killgore,
" 137,
" 138, J. G. Philbrick,
" 139, R. G. Yearwood,
" 140, C. A. Alvis,
" 141, D. Leddy,
" 142, C. Culross,
" 143, J. P. Stutsman,
" 144, C. S. Shaffer,
" 145, D. C. Hugaboom,
" 146, J. G. Dobbie,
" 147, J. Mahan,
" 148, W. E. Rape,
" 149, J. E. Barry,
" 150, J. P. Smith,
" 151, J. Abbott,
" 152, A. J. Blanton,
" 153, J. Rimmell,
" 154, M. F. Collins,
" 155, H. T. Bolles,
" 156, P. F. McQuade,
" 157, W. R. Mooney,
" 158, A. A. Davis,
" 159, J. H. Sayers,
" 160, J. F. Cavanaugh,
" 161, W. K. Maxwell,
" 162, H. O. Leary,
" 163, S. Church,
" 164, W. Winebrenner,
" 165, W. H. Churchill,
" 166, W. H. Budd,
" 167, G. R. Donovan,
" 168, N. Devoe,

DELEGATES—Continued.

Div. 169, H. D. Staats,	Div. 198, A. Beale,	Div. 227,
" 170, E. G. Blaisdell,	" 199, C. E. Cole,	" 228, No delegate elected.
" 171, T. G. Ross,	" 200, E. Langworthy,	" 229, Wm. Boate,
" 172, W. A. McCurdy,	" 201, A. S. Ostrander,	" 230, C. M. Fouchi,
" 173, A. M. Wright,	" 202, J. A. Hobbs,	" 231, J. T. Savage,
" 174, J. Baughman,	" 203, W. J. Dickson,	" 232, J. Webber,
" 175, H. McDonald,	" 204, F. W. McVeigh,	" 233, M. Severance,
" 176, R. E. Maleady,	" 205, T. J. Lassiter,	" 234, W. T. Darby,
" 177, M. R. Mathews,	" 206, F. G. Schmitt,	" 235, B. Van Vliet,
" 178, W. H. Scholes,	" 207, J. E. Coulter,	" 236, T. J. Kelley,
" 179, A. J. Rader,	" 208, S. C. Gilbert,	" 237, E. E. Bryant,
" 180, R. A. Broyles,	" 209, R. Hunter,	" 238, C. J. Blanchard,
" 181, T. A. Brown,	" 210, W. C. Butler,	" 239, C. H. Petry,
" 182, H. Leach,	" 211, E. Hamilton,	" 240,
" 183, D. Maloney,	" 212, C. N. Pettegrew,	" 241, W. C. Turner,
" 184, A. J. Frenger,	" 213, E. F. Ryan,	" 242, H. A. Washburn,
" 185, W. E. Stoddard,	" 214, Y. C. Campbell,	" 243, G. McCauley,
" 186, W. C. Rabb,	" 215, O. E. Hughes,	" 244, W. C. Sanders,
" 187, A. J. Jones,	" 216, T. Minahan,	" 245, E. D. Gow,
" 188, T. J. Preston,	" 217, G. A. Helm,	" 246, L. C. Lawson,
" 189, H. McIntosh,	" 218, W. H. Wright,	" 247, E. S. Mabie,
" 190, M. H. Shields,	" 219, F. J. McPeake,	" 248, J. P. Graham,
" 191, J. M. Rapelje,	" 220, F. E. Ketchum,	" 249, J. S. Page,
" 192, R. Laughlin,	" 221, T. S. Clarkon,	" 250, M. C. Savage,
" 193, B. N. Utterback,	" 222, F. W. Kimball,	" 251, O. J. Kingsbury,
" 194, J. W. Wayland,	" 223,	" 252, C. D. Robinson,
" 195, H. H. Wells,	" 224, W. Pierce,	" 253, J. B. Carlin,
" 196, J. C. Hill,	" 225, T. B. Holmes,	" 254, S. W. Merrill.
" 197, W. H. Cummings,	" 226, W. H. Fawcett,	

PERMANENT MEMBERS.

Archer, J. H.	Davidson, I. F.	Hammond, C. F.	Loughridge, G. M.	Permar, W.
Arnum, B.	Davis, J. L.	Hammond, G. R.	Maxwell, W. J.	Phipps, S.
Baker, C. H.	Defries, S. H.	Harris, W. N.	Millard, C. A.	Randolph, J. S.
Belknap, E. H.	Duffy, P. F.	Hoadly, M. S.	McBane, L.	Reese, F. H.
Blakslee, E. H.	Ellis, J. L.	Howard, John	McDonald, T. J.	Richmond, E. J.
Brigham, C. S.	Fay, E. L.	Howe, J. B.	McKain, J.	Robinson, J. N.
Brown, A. G.	Fessenden, C. B.	Hunt, E. B.	Mitchell, G. S.	Roberts, J. R.
Bunnell, F. A.	Fitzgerald, R. E.	Hurty, H.	Mitchell, T. M.	Rosenkrans, F.
Bycraft, R.	Flack, W. W.	Ingram, W. H.	Moore, S. F. Jr.	Sackett, O.
Carver, L. R.	Flint, F. W.	Jackman, W. J.	Morford, J. B.	Sheehan, W. P.
Chittenden, S. D.	Forker, W. E.	Johnston, J. B. W.	Ogilvie, J.	Soule, E. O.
Collins, W. L.	Gardner, A. H.	Johnson, J. T.	Park, W. L.	Stanchfield, C. A.
Coman, E. B.	Garretson, A. B.	King, C. T.	Parker, A. S.	Stone, E. A.
Cowardin, R. C.	Gaylord, A. E.	Kitto, J. B.	Parker, C. C.	Strang, W. J.
Cutter, A. H.	German, L.			





HALL OF CRAWFORD DIVISION, No. 109, }
March 17, 1890. }

WHEREAS, An All Wise Providence has permitted the removal from earthly scenes our beloved Brother, John Carter; therefore be it

Resolved, That in his death we lose one of our truest Brothers, the community an honorable and popular citizen, and his family a dutiful and affectionate son.

Resolved, That we extend to the family of our deceased Brother, our profoundest sympathy in their great affliction.

Resolved, That our thanks be extended to Bro. John Swisher, train master of the Indianapolis Division of the C., C. C. & St. L., railway, and Brother C. A. Allen, train master of the Western Division, N. Y., P. & O. railway, for courtesies shown on this occasion.

Resolved, That our charter be draped in mourning for thirty days in honor of our deceased Brother.

Resolved, That these resolutions be spread upon the minutes of this division, be published in the *Galion Sun-Review*, *Galion Inquirer*, *The News*, at La Rue, and the *RAILWAY CONDUCTOR*, and a copy sent to his relatives.

S. H. BROKAW, }
L. S. NELSON, } Committee.
L. MCBANE, }

At a regular meeting of Trenton Division No. 42, O. R. C., held February 16th, 1890, the following resolutions were adopted:

WHEREAS, It has pleased the Chief of all conductors to remove by death from the home of Brother P. D. Watson, a devoted and loving wife; therefore be it

Resolved, That the members of this division most sincerely sympathize with Brother Watson, and extend to him our deep sympathy in this, his hour of sorrow.

Resolved, That these resolutions be spread upon the records of our division, and that a copy be sent to Brother Watson, and that they be sent to the *RAILWAY CONDUCTOR* for publication.

She was a gentle, loving mother,
A wife most kind and true,
But has gone to her Ida in Heaven.
To wait for her Nellie and you.

Mrs. Watson was a Miss Pillsbury, and was born at Stafford, N. H., March 23d, 1843; married Bro. Watson January 27th, 1861, and departed this life January 15th, 1890. Brother Watson has one daughter to share with him his sorrow and great loss.

Committee,

C. C. HATCH,
E. A. STONE,
W. R. HALE.

TRURO, N. S., March, 1890.

At a regular meeting of Howe Division No. 203, O. R. C., held in their hall, March 16, 1890, the following resolutions were adopted:

WHEREAS, God in his infinite wisdom has seen fit to take from our midst our beloved Brother, Joseph McDowell;

Resolved, That we the members of Howe Division No. 203, desire to offer our tribute of respect to our departed Brother, and tender our heartfelt sympathy to the bereaved widow and fatherless children.

Resolved, That by the death of Brother Joseph McDowell, Howe Division No. 203, has lost an earnest and worthy member, and his mourning family are deprived of a kind and indulgent father, whose vacant seat in our division will ever remind us of the dangers that surround us, that in the fullness of life, we are in the midst of death.

Resolved, That to the widow and family, we offer our heartfelt sympathy in this, their hour of affliction, and tender our aid and protection in a time of need.

Resolved, That our charter be draped in mourning for the period of thirty days, and that these resolutions be spread upon the minutes of this meeting; that a copy be presented to the bereaved widow, and that they be published in the *RAILWAY CONDUCTOR* and local papers.

JAS. CRAIGIE, }
W. MCCLAFFERTY, } Committee.
H. D. ARCHIBALD. }

THE RAILWAY CONDUCTOR.

Mrs. Harriet G., wife of ex-Conductor Seward Goss, died at her residence on Paige street, in this village, on Saturday last, of pneumonia, aged 62 years. Mrs. Goss was born at Poland, Me., in 1828, and became the wife of Mr. Goss in 1848. Four years thereafter she came with her husband to Oswego, where they have since resided. She was the mother of two daughters, one of whom (Anna, the wife of Rev. H. W. Sherwood, of Rondout, N. Y.), survives her. The deceased has been long and well known in Oswego for many Christian excellencies, and will be long remembered for her sympathy with the sorrowing and for the aid which she rendered the destitute.

EAST SAGINAW, March 16, 1890.

At a regular meeting of East Saginaw Division No. 192, the following resolutions were adopted:

WHEREAS, It has pleased an all wise Creator to remove from this earthly sphere, the wife and mother of our worthy Brother, John Madden, we feel that it is meet that we extend to him in his bereavement, our condolence and sympathy; therefore, be it

Resolved, That our Secretary be instructed to extend to Brother Madden, the sympathy, sorrow and condolence of the members of East Saginaw Division 192, and that a copy be sent to the CONDUCTOR for publication.

R. LAUGHLIN,
CHAS. MATHIAS,
Committee.

EAST SAGINAW, March 16, 1890.

At a regular meeting held on Sunday the 16th, 1890, the following resolutions were adopted, death having entered the family circle and removed the mother of our worthy Brother William Beal; therefore, be it

Resolved, That East Saginaw Division No. 192, extend to Brother Beal their sincere sorrow and sympathy in this the hour of his bereavement, and commend him to that all wise Being, that doeth all things well. Be it further

Resolved, That a copy of the above be sent the CONDUCTOR for publication.

R. LAUGHLIN,
CHAS. MATHIAS,
Committee.

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst

our beloved friend and Brother, George Robinson, who was drowned in the Ottawa river, at Vaudreuil, on the 23d of November, by falling from the bridge while in the faithful discharge of his duty.

WHEREAS, While we humbly bow to the will of Almighty God, we do not the less mourn the loss of our Brother, who has been so suddenly taken from us.

Resolved, That by the death of Brother Robinson, Division No. 75 has lost a worthy member, the company an efficient conductor, and his bereaved wife and only son are deprived of a kind and indulgent husband and father, and whose vacant seat in our division will ever remind us, that 'in the midst of life, we are in death.'

Resolved, That while our sympathy cannot mitigate the sorrow which time alone can heal, yet realizing keenly the loss this division has sustained in the death of our Brother, we wish nevertheless, to extend to the wife and son of our deceased Brother, our heartfelt sympathy in their great affliction; remembering that He who tempers the wind to the shorn lamb will never forsake them, but love and care for them to the end.

Resolved, That the thanks of this division be tendered to Mr. J. Stephenson, our worthy superintendent, on behalf of the company, for the kind words of consolation and assistance he rendered us in our efforts to recover the body of our lamented Brother from the watery depths.

Resolved, That a copy of these resolutions be sent to the family of our late Brother Robinson, one to Mr. J. Stephenson, and that they be published in the RAILWAY CONDUCTOR.

J. S. RANDOLPH,
J. H. ELLIOTT,
Committee.

AURORA, March 4, 1890.

At a regular meeting of Belknap Division No. 96, Sunday, March 2, 1890, it was

Resolved, That as death has entered the home of Brother E. A. Nall, and taken from the midst of his family the little nineteen months old Clara; therefore, be it

Resolved, That the sympathy of Belknap Division No. 96, be extended Brother Nall and his sorrowing wife, in this their hour of sorrow and gloom.

P. B. CRANCE,
ROBT. CHILVERS. } Committee.
C. D. ROSSETER. }

The arrival of a bright boy baby at the home of Brother T. E. Sheerin, is the latest announcement. "Tom's all right."

Brother James Moore, of Elmira Division No. 9, has secured a deserving promotion from the local freight to extra passenger conductor, on Buffalo division of the D. L. & W. Ry.

Brother G. C. Peifer of Division 114, had the misfortune to lose his hand, February 27. He held two certificates in the Benefit Department of the Order and will receive \$5000.00.

Any one knowing the present address of Frank A. Jackson, will confer a favor by notifying G. O. Miller, 119 Manson street, Waterloo, Iowa, Secretary and Treasurer, Johnson Division No. 67.

Brother E. O. Soule, train master B. C. R. & N., Iowa Falls, this state, dropped in on the Grand Secretary one windy day in March 1890. He reports business good in his territory and hopes of an increase in the future.

Brother R. A. Traver, member of Division No. 2, Buffalo, N. Y., called on us a few days ago. He was taking a trip west in order to see what kind of people live here and whether they are of the same race as those who live east of the world's fair city.

Brother J. B. Gauss of Division 34, Boone, Iowa, spent part of a day with the Grand Secretary and the editor. The Brother was on his way to accept a position on the Santa Fe, at Fort Madison, Iowa. He was with the Northwestern for many years and later with the Northern Pacific.

Geo. W. Ashford, C. C., Savanna Division No. 78, Savanna, Ill., and at present agent for the Traveler's Accident Insurance company, paid us a visit a few days ago. He looks hearty and well, and thinks that a little breeze from the tranquil waters of the Genesee river in Rochester, will give a little tone and color to his naturally pale and delicate cheeks.

We are just in receipt of the notice of the resignation of Brother Ira Yantis, as Secretary of Division No. 106. To Brother Hyde, his successor, we wish to say, that only the strict and prompt attention to his duties as Secretary will enable us to say that Division No. 106 has lost nothing by this change. Brother Yantis, you have done well. May your track be level and straight, your orders plain, and your train always "on time."

An officer who has served his division long and faithfully, is J. T. Johnson of 123, who retires from the office of Secretary on account of a change of location. If the new Secretary, Brother J. G. Visscher, whose address is 658 First street, looks after the interests of his division and the Order as well, in the future, as Brother Johnson has in the past, neither the division or the grand officers will have cause for complaint.

Brother N. B. Travis, member of Division No. 67, Waterloo, Iowa, gave us a call a few days ago. He was on his way to the great state of Wisconsin, where the judges instruct their juries to indict all parties who are caught in the act of playing "cinch" for prizes, and punish them as gamblers. We do not live in that great state, but if we were a resident there, would be obliged to plead guilty of at least 500 counts. From there the Brother goes north to accept a position, and will give his P. O. address and also occupation.

"Sam" Phipps, of Phillipsburg, is the oldest conductor on the Central railroad, and perhaps in the United States that has run one train twenty-five years. "Sam" was a despatcher in the Phillipsburg yard two years ago, and was then asked to conduct the construction train, which he took charge of from that time until now. He is considered the best conductor of what is known as a "wildcat" train in New Jersey. He always has his train safely side-tracked when other trains have the right of way, and manages to accomplish a vast amount of work for the company every day. During all the years he has never had a car broken or cost the company a dollar for damages through his negligence. While despatcher at Phillipsburg, when in the act of running to a switch, his foot was caught in a frog. A car was thrown in the switch and came upon him before he could extricate his foot, and the wheels tore off the sole of his boot and crushed the foot so badly that the two physicians called insisted on amputation. He would not consent, and they insisted that he would lose his leg and life by refusing. He very coolly bet them a keg of beer that he would walk across his room on that foot in six weeks. They took the bet and in just six weeks from that day accomplished the feat, but remarked to a friend afterwards that it nearly killed him. He reported for duty in three months, but has a hitch in his gait to remind him of the accident. He is genial at all times and a great favorite with all the employes of the road. He has refused several offers to conduct a passenger train, and says he prefers a "wildcat" train, as it requires more brains to run it successfully.



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 10 Public Square, Cleveland, O.

WM. P. DANIELS, MANAGER.



The City Hall, Rochester, N. Y., in which the 22d Grand Division will hold its sessions, is located between Fitzhugh street and Irving Place. It is a magnificent stone building, erected in 1880, costing \$500,000.00. It is in the same block with the Livingston House, one block from Powers' hotel and fire proof building (in which is located the noted Powers' art gallery); one block from Hotel Bartholomay, two blocks from New National hotel, four blocks from New Osborn House, five blocks from Whitcomb House, six blocks from Congress hall and Brackett House. The hall in which the Grand Division will assemble, will be furnished with tables and chairs for all members. Street cars leave the "Four corners," one block from the hall, every few minutes, running past the doors of the hotels. Charlotte, on Lake Ontario, nine miles from Rochester, is the "Coney Island" of the city, and will probably be open to the public during our stay in Rochester. Powers' art gallery will be one of the places of interest to be visited by all. The Falls of the Genesee river, over 100 feet in height, are within the city limits. A great piece of engineering is the elevated tracks of the New York Central railway, at the east end of which is located their magnificent passenger depot. The "Erie," B. R. & P., and the W. N. Y. & P. R's, all have new and elegant passenger depots in this city.

"The Livingston," which will be the headquarters of the Order while in the city, is a fine new fire proof building, erected in 1888, and is modern in every respect. Is the nearest hotel to the hall; has 150 rooms, and from personal acquaintance with one of the proprietors, Mr. John I. Harmon,

we do not hesitate to assert, that all who make this their home during their stay in the city will be well taken care of, in fact there is not a hotel in the list which is not "first-class." Mr. Irish, proprietor of the Rossin House, in Toronto, has written to some of the hotel people of Rochester commending us to them, as ladies and gentlemen to be well taken care of. Rates of these hotels to our members and ladies will be given all in a circular to be issued soon by the Grand Secretary.

WILL THEY PERMIT STRIKES.

"The twenty-second annual meeting of the Order of Railway Conductors will be held on the second Tuesday in May at Rochester, N. Y. There is considerable anticipation regarding the meeting, inasmuch as a member of the Executive Committee has intimated that the clause in the ritual prohibiting strikes will be stricken out. From this, he said, he did not wish it understood that from that time the conductors would strike if they had any grievances, but it would place the various divisions on a basis where they can resent any injustice in such manner, should they choose to do so, without making them liable to lose their standing with the Grand Division. There are now 254 divisions, and the membership has reached over 18,000. Grand Chief Wheaton is quoted as saying, that at the next annual meeting the Order of Railway Conductors would place themselves on the same ground regarding strikes as the Brotherhood of Locomotive Engineers."

The above paragraph is going the rounds of the press. The Grand Chief Conductor states that he has had no interview with a reporter on the subject, and has made no such statement.

Will the readers of the CONDUCTOR forgive us this time? We are a little late and do not claim very much for this issue anyway. We have been confined to our house (and bed most of the time), since March 28th. Have had an attack of congestion of the brain, followed by rheumatism and symptoms of the "Grippe;" as yet unable to use our eyes to read or write. The "boys" are doing the work for the CONDUCTOR this time, Brothers Wheaton and Daniels both being absent from the office. If health is restored, we promise to make up for present shortcomings in next issue.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., MAY 1, 1890.

NO. 9.

ROCHESTER.

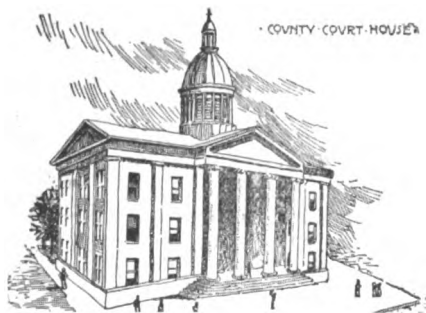
CITY and port of entry, capital of Monroe county, N. Y., 229 miles west of Albany. The first house was erected in 1812; incorporated as the village of Rochesterville, 1817; as a city in 1834.



Population—in 1820, 1,500; 1830, 10,863; 1840, 20,191; 1850, 36,403; 1860, 48,204; 1876, 82,500. The site is upon a level plain on both banks of the Genesee river, 7 miles from, and 263 ft. above Lake Ontario. In the course of the river through the city there are three falls of 96 feet, 26 feet and 83 feet respectively, below the last of which the stream becomes navigable for all lake vessels. From the upper fall, near the center of the city, nearly to the lake, the river banks are of precipitous rock, varying in height from 100 to 210 feet. The immense water-power afforded by these falls is the foundation of the prosperity and rapid growth of the city, the water being thrice used in its course through its limits. The main line of the New York Central R'y crosses the city at the upper fall, and there are three branches of the

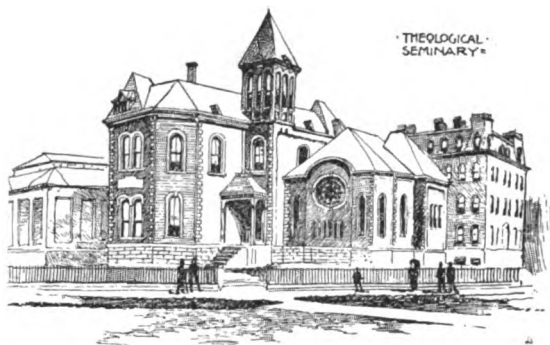
road centering here—one to Syracuse via Auburn, one to Niagara Falls, and one to the mouth of the Genesee.

Other railways having termini here are the New York, Lake Erie & Western, the Northern Central, the Buffalo, Rochester & Pittsburgh, and the Rome, Watertown & Ogdensburg. The Erie Canal crosses the river by a fine stone aqueduct 848 feet long, on seven arches, and the Genesee Valley Canal coming from the south ends here. The city has an average length of four miles by about the same breadth. It is laid out in broad streets, well paved and lighted, and abounding in fine shade trees. There are also numerous and spacious parks. The dwellings are, to a much greater degree than as usual in cities of its size, detached and stand back from the streets, and are surrounded with lawns and shrubbery. The business portion is notably well built. Among the public buildings, the City Hall, Court House, Free Academy and Savings Bank form a conspicuous group, while in their immediate neighborhood is Powers' Commercial Fireproof building, one of the



finest in the country, erected at an expense of over \$1,000,000. The churches are

sixty in number, including the Roman Catholic Cathedral, a fine edifice of moderate size, but effective and correct in style. Other examples of good taste in architecture are afforded in the First Presbyterian, St. Peter's and the First Baptist churches. In the matter of education,



Rochester has for many years been prominent among the cities of the land. The University of Rochester, established 1850, has taken high rank among the colleges of the United States. It possesses a spacious building, containing the chapel, cabinet and recitation rooms, 100x60 feet, constructed of red sand-stone, and Sibley Hall, constructed of a similar material, costing \$125,000. and containing the University library of 13,000 volumes, both situated in a campus of twenty-three acres finely laid out. The endowment (including buildings) is about \$600,000. The Theological Seminary (Baptist) is located in a fine four-story brick edifice on East avenue and was established in 1850. It is the largest of that denomination in the United States, and has besides a German department in a separate building. Value of real estate, \$100,000; of endowment, \$250,000, with a library of 8,500 volumes. There are twenty-three public schools of fine size and proportions, divided into primary, intermediate and grammar schools, and the Free Academy (cost \$125,000) which affords instruction in the higher branches. Two hundred teachers are engaged in these various schools in the tuition of about 10,000 pupils. The value of the buildings and furniture is \$500,000. Connected with this system is the Public Library of 8,000 volumes. It is estimated that 6,500 pupils attend the parochial and other private schools. The Atheneum, a literary asso-

ciation, has been in existence some forty years, and possesses a reading room and a library of 18,000 volumes; and the law library, located in the Court House, has 10,000 volumes.

There are two hospitals (City and St. Mary's), well located in airy situations, with spacious buildings capable of providing for 500 patients, and each is under the care of a competent corps of physicians. The other benevolent institutions are St. Mary's, St. Patrick's, St. Joseph's and the Protestant Orphan Asylums; the Church Home, of the Episcopal church; the Home for the Friendless; the Industrial School, and the Home for Truant Children—all possessing fine buildings. The House of Refuge for juvenile delinquents (a state institution) is located in an enclosure of

forty-two acres in the north part of the city. The buildings are 382 feet front, with two large wings at right angles therewith, and several large workshops, etc., in the rear and detached. About 430 boys are confined here, and are instructed in some useful trade. They are sentenced for no fixed period, but are dismissed when by correct behavior and proficiency in work they are deemed by the trustees reformed and capable of earning a support. There has been recently established by the state, a department for the correction of female juvenile delinquents, and a large and beautiful building, capable of accommodating 200 inmates, has been erected near the house for males. Both are under the same supervision and receive prisoners from the central and western parts of the state. The Monroe county Penitentiary, Almshouse and Insane Asy-



lum, located south of the city are a spacious, new, and imposing group of buildings, well constructed with a view to heating and ventilation, and vastly superior in all respects to such institutions in general. The penitentiary receives convicts from

many of the counties of Western New York, and is admirably conducted.

Mount Hope Cemetery, one of the oldest of its kind in the United States, was established in 1838, and possesses 200 acres of land on the southern boundary of the city. It is agreeably diversified with hill and dale, and many of the original forest trees have been preserved. The grounds are laid out in a picturesque manner and are admirably kept and cared for. A tower on the highest summit affords a fine view of the city and vicinity, and there is a substantial granite chapel in the grounds, and a beautiful keeper's lodge at the entrance. The Roman Catholic cemetery of the Holy Sepulchre, established 1872, is located north of the city on a fine site of 140 acres, upon which a stone chapel is to be erected. There are two gas companies, one on each side of the river, with a total capital of \$1,200,000, and with sixty miles of mains. A street railway company operates its lines on the principal streets. The four savings banks have an aggregate deposit of \$13,000,000, and there are six banks of discount, with a combined capital and surplus of \$1,800,000, and four private bankers, all with a total deposit of \$3,500,000.

A magnificent system of waterworks has recently been constructed at a cost of \$3,250,000, with two sources of supply—one from the river, the water being forced through eight miles of mains in the business center by the Molley patent, and is used for suppressing fires and running light machinery—the other is from the Hemlock Lake, twenty-nine miles south and 400 feet above the city. There is a receiving reservoir of 85,000,000 gallons capacity, and a distributing of 45,000,000 gallons, from which the water is sent through sixty miles of mains along all the principal streets. The pressure on the mains is such as to throw from the hydrants a stream 130 feet perpendicularly, and no city is more perfectly guarded from fire. The nursery business, owing to a singular adaptation of soil and climate, has assumed vast proportions. There are 3,500 acres under cultivation in the city and vicinity, yielding an average yearly product of \$1,000,000.

The manufacturing interests of the city, owing to its fine water power, are both immense and diversified. In earlier years flour was the chief product, and although

now dwarfed by other branches it is still of great importance, there being eighteen mills, grinding annually, with seventy-five run of stone, 2,500,000 bushels of wheat. Ready-made clothing is by far the largest manufacture; capital \$2,500,000, with 6,500 employees, and annual sales of \$5,500,000. Boots and shoes rank next—\$1,250,000 of capital, annual product of \$3,500,000 and 2,000 hands. The Leighton Iron Bridge Works employ 300 men and sell \$1,000,000 yearly. Eighteen breweries make nearly 100,000 barrels of beer and ale per year. Five tobacco factories produce 1,250,000 pounds, and seventy cigar makers, 9,000,000 cigars. \$500,000 is employed in furniture making, with 1,000 hands, annual product, \$800,000. The Stewart Rubber Co., recently established, with 100 employees, makes 1,500 pairs of shoes daily, and has ordered machinery which will increase this product to 10,000 pairs per day. The largest carriage factory in the United States is located here, and has a capacity for 800 hands. Among the other larger branches of manufacture are optical instruments, perfumery, steam engines, blast furnaces, fruit canning, glassware, bank locks, agricultural machinery, and two immense establishments for garden and flower seeds.

The city is becoming a great distributing center for coal, which is loaded from railroads on the banks of the river directly into vessels, which convey it to all points on the lakes in yearly increasing quantities. The business center of the fertile Genesee Valley, Rochester exhibits a steady growth in wealth and population, which has never been seriously checked since its foundation. It is divided into sixteen wards, and its assessed valuation is over \$60,000,000.

The above is from Johnson's Encyclopedia, edition 1876. In comparison with the present date, Rochester now has thirty-three public schools, with an average daily attendance of over 13,000 pupils, employing 471 teachers. Sales during the year 1889 were as follows: Dry goods, \$9,575,000; clothing, \$8,325,000; boots and shoes, \$7,250,000; groceries, \$4,900,000; hardware, \$2,500,000; nursery stock, \$2,820,000. The railroads now entering Rochester are, B. R. & P., station, 62 West avenue; N. Y. C. & H. R., station, Central avenue, corner North St. Paul street. N. Y. L. E. & W., station Court street; Rochester & Lake Ontario, station, North avenue; Rome, Watertown & Ogdensburg, station, 434 State street; Western New York & Pennsylvania, station, 121 West avenue.

Running the Gauntlet.

Among savage tribes of Indians in possession of this country at an early day, was a custom of treating a prisoner, some times, which delusively held out to the captive a hope of escape, called by historians: "Running the gauntlet."

A double line of savages arranged themselves at given distances apart, armed with clubs, whips, knives, &c. This line was composed of warriors, boys and old women. The chiefs, while not taking part in, approved of the performance. Between these lines the victim must run. If he escaped the whole line with life and strength sufficient, after men, boys and women had clubbed him, he was allowed to go. If he escaped—rarely only to find life a burden from wounds received in the attempt.

We profess to have outgrown the savage element in our nature by the aid of civilization. Yet, men are running the gauntlet daily, with almost as little success as did the prisoner of the savage.

It is proverbial, once thoroughly committed to the railway service, a man becomes unfitted for other occupation. This seems especially true of the train service branch of the calling. One may be said to be a prisoner to his profession. Visions of freedom may come, seldom liberty. In the discharge of his daily duty, the conductor runs the gauntlet. Not between double lines, but along a line full of obstacles which he must encounter. There is danger to him in every one. In the majority of cases bringing defeat. If he escapes all, and honorably completes his course, he is a curiosity as rare as the Indian captive, who reaches the end of the line successfully.

THE SOCIAL CLUB.

Lamentable as it may seem, he is in danger from his fellow prisoners, who, through a mistaken social sense of fraternal attention, place serious obstacles in his way. Away from home, at one end of the line or the other; with weary body and lonely heart, the offer, "take something?" finds, often, too ready acceptance. Thus the most formidable club he encounters is wielded with friendly intention, but deadly effect, making him an easier victim for others awaiting him.

THE GAMBLING CLUB.

Another club in the hands of his friends (?) is the invitation to "play" for stakes, persuading him, a game for small sums is

"only to relieve the monotony of waiting his 'turn.'" Here often friends (?) cripple him seriously. If he neither drinks or "plays," he escaped two deadly clubs, so often fatal.

THE CHIEF CLUB.

Girding himself for a "start," he consults the bulletin board, often so filled with orders that "must be obeyed;" some of them "aged" yet respectable, so many of them "in force" since not recalled. Some B. B's are like political office holders: full of "hangers on," who seem never to resign and never die. He must run the gauntlet of consequences should he miss one of the manifold notices, and be clubbed with the fact, that "no excuse will be taken," etc. Here is an improvement (?) on the savage method since our starting, the chiefs, through bulletins, take a "whack" at the prisoner.

THE SNEAK'S CLUB.

Escaping the chief's club by successfully dodging, he gets started. Hardly is he out of the station, ere he meets the man who insinuatingly states: "he patronizes freight trains because he thinks them cheaper than those coaches, see!" This club is avoided at the expense of time, by stopping a heavy train in a "hard place" to put the passenger off, since not allowed to carry passengers, this club may cripple him unless promptly dealt with. If allowed to carry passengers, he then is daily in imminent danger from what may be called

THE BRIBER'S CLUB.

The peddler and drummer with mileage tickets, between the leaves of which is concealed money to tempt the conductor to carry them for less than tariff rate. If fencing avoids this club, he next meets the

HYPOCRITE'S CLUB.

This is a wily warrior, detailed to see if he carries passengers at all. This warrior, too frequently, succeeds in getting his scalp. The plea of poverty, sickness, or fraternal relations, causes him to be blinded to the club concealed behind the representations of this specious pleader, until the shadow of its decent is quickly followed by its fall. If he is in the passenger service, he must equally make the "running" as perilous as the former, only under somewhat different guise. The peddler and drummer are there with same club, also the wily warrior, who in this case uses a

NOTCHED CLUB.

The watchful warrior carries a mental

stick, upon which he cuts a "notch" every time a cash fare is paid. The knife being exceedingly sharp, sometimes, when not strictly attending to business, slips and an extra notch is the result. The warrior is not furnished with "duplex indicators" to check him, and there is no evidence the knife slipped until, akin to savage custom, the victim's head drops. Then if accused of improper notching, and *proven*, he replies, "for good of *other* prisoners and as a sanitary "correcting" measure the knife *had to cut somewhere*."

LITTLE (?) CLUBS (CUBS).

The Indian line contains old women, who take part in the effort to cripple the runner with their weapons, *but no pappoose*. Here we improve upon them. Women with half-fare clubs are as much of a terror to the average conductor, as the warrior with a knife to the captive. When a lady with little (?) children gets on the "line," is it not wonderful how fast those children "crowded" each other to see the light of day? She may have four, six, eight, or even ten, none of them over half-fare, mostly *under five years*.

If the conductor's heart is touched by such an epidemic as eight children under five years, he may, if not stony, accept the situation, risking the "extra notch." If he insists on protecting the company in their rights, admitting they have some rights, although the traveling public think otherwise, talk of squaw abuse of prisoners, if one can exceed the angry, civilized lady (?) when she fails to "work" a conductor who doubts her word, where the evidence of his eyes, and the tender (?) years of her little (?) ones bear him out, she should be imported as a curiosity, as the "only" one of its kind.

KICKER'S CLUB.

Under this head may be classed the man with the limited reduced rate ticket, who was given to understand upon its purchase, "No stop over" would be granted, besides the printed instructions to that effect upon the ticket. Out comes his club to be flourished to compel the conductor to give the stop over, and let him do what he was told he could not do.

TINE CLUBS.

Some Indian curs will bark, as the prisoner goes fleeing down the line. We, also, here improve upon them, and have the educated, civilized hog who grunts a clubbing to the conductor. This specimen

occupies two seats by exerting himself with grips, feet and spread-out-ims. Common politeness failing to contract his proportions to make room for some one else, the conductor must interfere, then comes the clubbing.

PETTIFOGGER'S CLUB.

This is wielded by the man who prides himself upon his legal knowledge. If you charge an excess, according to instructions, he clubs you. If more than the proper per cent. a mile, from his view, he clubs you. He refuses this and that, "dares you to do this and that." If he don't cripple you and his club is faced, one almost invariably finds it stuffed, and not dangerous.

QUESTION CLUB.

The questions put to a conductor, entirely foreign to his business, which he is supposed to correctly answer, is surprising. A minister may be ignorant of mechanics; a mechanic of theology; a lawyer of electricity, an electrician of law, with no disparagement to their self respect to say so. Think you a conductor dare admit to a passenger who has paid his fare (he may be a D. H.) he "don't know" the connections at Hong Kong; the "time" due at Bombay; the "speed" of Patagonian railways, or the best hotel in India? If he has no self respect, yes; otherwise, no; or quickly falls the club upon his ignorant head, in shape of exclamations of: "I should think this company would keep men who knew something, or 'you don't know a little bit.'" A conductor, to run the gauntlet successfully must have the patience of Job; the courage of Daniel; the foresight and inspiration of Isaiah and last, but not least, the meekness of Moses. Not having these endowments is why so many faint and fall by the way.

S. E. F.

Trade in Old Bottles.

SOME CURIOUS FACTS ABOUT AN HUMBLE BUT EXTENSIVE INDUSTRY.

Beaming smiles irradiated the countenance of the aged daky as he was shown in a corner of the cellar two large barrels full to the brim of empty claret bottles.

"Ten cents a dozen for the lot," he said.

On a venture 12 cents was demanded by a Washington Star reporter, whose property the bottles were.

"All right, sah," responded the man of color, after a moment's seeming dubita-

tion. "I'll jest put 'em in dese yar sacks an' kerry 'em off wid me. My kyart is at de front door."

With this he unloaded himself of half a dozen ancient meal bags—his own clothing look as if it were made from the same material in patches sown together—and proceeded to fill the biggest of the sacks from barrel No. 1. When he had counted into it fourteen bottles, he said :

"One doz'n!"

From this point he kept on up to thirty-two bottles, when he remarked :

"Two doz'n!"

The fifth dozen was "fo doz'n" according to his reckoning, and the eighth dozen was "six doz'n" in like manner. Thus, when all the bags were full and the barrels empty, it was found that there were only twelve dozen altogether. However, the purchaser made it up to some extent by giving some interesting information.

"Dere ain't much fun in dis business, sah," he said, "but it pays big. Dese wine bottles I take to de wine men or to de grocer men. I wheel dis load up to de door ob de shop in my hand kyart, and I go in an' say ;

"Mister, how much is yo' gibbin' a pore ole nigger fer eighteen doz'n clar't bottles ter day—twelve doz'n, dat is, I mean."

"De gem'man says he's gibbin' 18 cents a doz'n, and, ef I can't get him to pay no mo', de sale is made and I kerry de bottles down into de cellar. Dat makes 6 cents ahead on ebery doz'n. But 18 cents am awful low fer clar't bottles. De price is all de time agoin' up and down, and next month it will be 25 cents or mebbe 35 cents a doz'n. April's de great time for shippin' wine dat is brought heah in barls and casks and bottled. It is sent all ober the country, no'th, south an' west, and it uses up a lot of glassware. Why, clar't bottles in Washington sometimes fetch as much as 60 cents a dozen. De furrin ministers an' folks like dem offen pay as much as dat when dey want ter bottle wine. But dey don't buy 'em off us; dey go to a bottle house for 'em. No end ob bottles is sent away from dis yar city to Philadelphia, Baltimore, Toledo, and udder places, all ober. You see, sah, dat so many bottles are allus bein' used and smashed dat no one town kin keep itself supplied, and so de bottles of de country am all de time movin' roun'."

"What is this 'bottle-house' you speak of?" the old man was asked.

"It's a 'stablishment where bottles are

bought and sold by millions. I sell all de bottles I git at de bottle-house 'cept de clar't bottles. I git a better price for dem from de grocers an' wine men. But all de rest I take to de bottle-house and dispose ob fer all sorts ob prices. De bottles wot sells de bes' am dese great big ones dat mineral water comes in from Buffalo. Sixty cents a doz'n day is wuth, but I doan git berry many ob 'em. De nex' biggest price I git fer de patent-stopper beer bottles. Ob course dey allus b'long to de beer-sellers and people hab no right ter sell 'em. But dat's none ob my business, and I grab 'em ebery time when I kin. De udder day I bought off a servant gal fer 25 cents a beer box and two doz'n empty bottles dat it held. I sold it fer \$2, but de servant gal dun told me yistidday dat her missus had to pay de beer company \$6 fer it. But dat wasn't my fault; I was offered de box an' I tuk it. Champagne bottles are wuth 25 cents a doz'n and magnesia bottles 3 cents a piece. Ornary beer bottles ob de sort corks is used fer sells fer 10 cents a doz'n sometimes an' sometimes fer 12 cents. As fer 'poth'caries' bottles, I don't handle 'em, 'kas dere's no money in it. Drug stores won't offen buy old bottles fer medicine, but use new ones, so der is no sale fer goods like dem. De bes' kind ob quart whisky bottles is wuth 5 cents apiece."

"What is done with the bottles after you have delivered them at the bottle house?"

"Well, sah, dey has to be washed fust. De man wot runs de bottle-house has five people washin' bottles fer him all de time. Dey takes de corks out dat have been punched in by dropping a loop ob string froo de neck, gittin' it around de cork, and gibbin' it a yank. You couldn't git out a cork dat way, but day kin do it like streak. Wine bottles kin be washed easy nuff wid cold water, 'kase day has nothin' more in 'em than a leetle dust an dregs, mebbe. But greasy bottles need hot water and ef anything is stuck in 'em pebbles is put in and shaken 'round. When de bottles is washed dey is ready ter be sold or packed in straw an' shipped to udder cities by freight. Dat's about all dere is to de bottle business, sah. Ob course bottles are comin' into Washington by de thousands ebery day wid beer in 'em an' wine and other things. It's de same way in ebery city, and de empty bottles must be a goin' out agin all de time, or wid sumpin' in 'em, ef all de bottles in de country isn't ter collect in one spot."

A Country Idyl.

"Have you dug your grass?" asked the city-chap

Of the staring farmer man,
For he thought he would not crush the swain
Beneath his social ban.

"How was your crop when you dug your grass?
Did the weavils hurt your peas?
And did the canker worm destroy
Your young cucumber trees?

"I love, good sir, the country air,
From the town I fain would flee
And lose myself in rural dreams
'Neath the potato tree.

I would pluck the turnip from its vine,
Thro' the parsnip meadow push,
And rest beneath the grateful shade
Of the bending cabbage bush.

"Oh, I fain would be a simple swain
And drive my yoke of cows,
And rest at noon beneath the shade
Of the rutabaga boughs.

Oh, I'd hunt the woods for the cocoanut bush
The whole of the livelong day,
Or start at noon with the rustic hoe
To dig the hills for hay.

"And if at the noonday I grew faint
With my labor's strain and rush,
I would mix the milkweed's luscious milk
With the mushroom's luscious mush.
I would pluck the pineapple from the pine—
But why has your color fled?"
But the farmer fell with a sickening thud—
The farmer man was dead!

—S. W. Foss in *Texas Siftings*.

What They Are Worth.

Mme. Modjeska could raise \$75,000 to-morrow if anything happened to her. Mrs. Mary Livermore has \$75,000 of the \$120,000 made from her lectures, and hapless Anna Dickinson, who cleared \$25,000 in one season and \$160,000 in ten, hasn't a dollar of it left. But she is wiser than she was. Mrs. Harriet Prescott Spofford published ten books in the last forty years, the proceeds of which amounted to about \$6,000 each. Ouida has earned more money than any other woman of the century with the exception of Mme. Patti. Mrs. Southworth's novels brought her a fortune. Mrs. Harriet Hubbard Ayer is coining money. With the exception of Mrs. William H. Vanderbilt, Mrs. Mary Ann Connelly, who came to this country forty odd years ago as a steerage passenger and who

pulled basting stitches for two years, has more money in her own right than any of the Vanderbilt women, every penny of which she made with her needle. She owns about ten cottages at Long Branch, facetiously known as the party dresses, one which is fit for a king and brings a kingly rent every summer. The most successful money-maker among modern women is Lydia Van Finkelstein, a native of Palestine, a woman of about twenty-eight, and something of a linguistic wonder. She lectures, or talks, rather, on the Holy Land, knows the whole geography of Asia Minor and could enlighten Colonel Ingersoll on the mistakes of the bible, which she knows from cover to cover. In a little less than six years this large blonde biblical talker has cleared \$100,000. She gets \$100 a lecture, with a percentage of the receipts, and talks from October to May, often giving three lectures in a day.

The Chicago Elevated Railway.

The Lake Street elevated railway, of Chicago, is now in progress of construction. The line is from the east end of Lake Street along that street to the village of Oak Park, about four and one-half miles. In order to get a franchise for the line, it was necessary to obtain the consent of fifty-one per cent. of the owners of the property fronting upon it, exclusive of public property. This has been done, says the *Railroad Gazette*, and the company has contracts with the property owners and receipts for payments for right of way, thus preventing future questions of damages.

The posts are placed on the curb line. The stations are to be built in the middle of the blocks, in buildings bought or erected by the company, leaving the sidewalks entirely free. It is proposed to build the "up" and "down" stations on alternate blocks, and to make them architectural improvements to the street. The entrances and exits will be entirely within the buildings, and many applications have already been received for renting office room in the stations, and the company expects to make them a considerable source of revenue. By the requirements of the ordinance, the company is compelled to build sixteen stations for four and one-half miles of road, but it is contemplated to start with thirty-two.

The plans and specifications for the

structure have been prepared under the supervision of Mr. Theodore Cooper as consulting engineer. A contract for all of the iron work and erection has been made with Messrs. Cofrode & Saylor, of Philadelphia, and erection has already begun. Between twenty and thirty spans are now up. Messrs. Alberger & Fitzgerald are the general contractors for building and equipping the road.

The structure is of wrought iron posts and girders; the posts having a horizontal section of 14 in. by 15 in. Provision for expansion and contraction of the longitudinal girders to the amount of $\frac{3}{4}$ in. will be made in each span; one end of the girder being free to move, and the other bolted to the cross girder. The clear spans of the girders will be of wrought iron with upper and lower chords and web members riveted up of plates and angles.—*Scientific American*.

train going west was running in sections. The first section got stuck in the snow at Wall Cut, and the second section came up with two powerful engines to pull out the first section. Roadmaster Dobbins was standing in front of the head engine, superintending the work, when in an instant an avalanche of snow came down, swooping him away. He was completely covered by the flying mass of snow and carried a distance of several thousand feet, entirely across the river and onto the Rio Grande tracks, where he managed to extricate himself with great difficulty. He was severely injured. The tremendous volume of snow was piled entirely over the four engines, putting out the fires, and completely buried the mail cars, in which was the mail agent, George Roberts, and Baggage-master Mason, of Denver. It took some time to extricate the men, but neither was injured. Fireman Culbertson was badly scalded.

His Prayer Answered.

A certain Chicago coal man enjoys nothing more than he does a romp with his two pretty boys. After supper every night he has great fun with them. One evening last week his wife was taken sick and he cut short his usual romp, much to the disappointment of the boys, who had been looking forward all day to his homecoming. He told them it was time for them to go to bed, and, like obedient boys, they walked off without a word of remonstrance. Silently they disrobed and prepared to retire. The larger boy said his prayer and found his way between the sheets. Then the little fellow knelt down by the bedside, uttered his prayer and added: "Please, God, make papa funny some more." And the father, who had been waiting just outside the door to see that they retired all right, overheard the petition and went in and gave his two boys another great romp. The little fellow then retired in the firm belief that his prayer had been answered.—*Chicago Herald*.

Perils of Winter Railroading Among the Mountains.

A great snowslide recently occurred near Wheeler, Col., at what is known as Wall Cut, on the High Line Division of the South Park Railroad, in which two passenger trains came near being sw

"Down Here Among My People.

The parish priest
Of Austerity
Climbed up in a high church steeple
To be nearer God,
So that he might hand
His word down to His people.

When the sun was high,
When the sun was low,
The good man sat unheeded
Sublunary things;
From transcendence was he forever
reading.

And now and again,
When he heard the creak
Of the weather vane a turning,
And said, "Of a truth
From God I now am learning."

And in sermon script
He daily wrote
What he thought was sent from Heaven,
And he dropt this down
On the people's heads
Two times one day in seven.

In his age God said,
"Come down and die."
And he cried out from the steeple,
"Where art thou, Lord?"
And the Lord replied,
"Down here among My people!"

—Brewer Mattocks.



Listen.

Who ever you are, as you read this,
 Whatever your troubles or grief,
 I want you to know and to heed this:
 The day draweth near with relief.

No sorrow, no woe is unending,
 Though heaven seems voiceless and dumb,
 So sure as your cry is ascending,
 So surely an answer will come.

Whatever temptation is near you,
 Whose eyes on this simple verse fall;
 Remember good angels will hear you
 And help you to stand if you call.

Though stunned with despair, I beseech you,
 Whatever your losses, your need,
 Believe, when these printed words reach you,
 Believe you were born to succeed.

You are strong, I tell you, this minute,
 Than any unfortunate fate!
 And the coveted prize—you can win it;
 While life lasts 'tis never too late!

—*Ella Wheeler Wilcox.*

COLUMBUS, Ohio, 1890.

SISTERS: Once more you have seen fit to elect me as your presiding officer, and once more I have accepted the trust. Not because it was my wish; as my plans and purposes were entirely different for the coming year; but the thoughtful kindness shown me at the closing of the past year was not without its teaching. And as it seemed to be the wish of all that I should fill the chair for the coming year, and be the head as well as the servant of this Order. I accepted. Now, hoping to have the co-operation of every officer and every member of this Order (banded together as Sisters should be), let us start in on the new year, acknowledging our weakness and frailties, praying that our minds may be enlightened, our reason strengthened, and our hearts purer, and with help from above we will be strong in truth and abundant in virtue, and that charity shall flow as a stream, wide spread among us.

Now, conscious that we are in the right path,

doing our duty, and that with the help of our Heavenly Father we will try to do better than we have the past year; not only having the interest of each and every member of this division at heart, but their families also. And if any one of us are at fault in anything, we will correct, and bear correction, that we may show those who are prejudiced against our Order, that we are banded together for the good of, not only ourselves and families, but the railroad people in general, and those who hear us, and whosoever we come in contact with in our daily walk through life.

Now, let us remember none are perfect, no not one, but yet it is the duty of each and every one, because of the obligation she has taken in this Order, to do no wrong toward another, nor allow any worthy Sister's good name assailed if in our power to prevent it. Do not forget we are banded together to assist the Order of Railway Conductors for moral, social and charitable improvement. Our object is to extend fraternity and promote sociability. Thus admonished, we should be friendly with each other, and render such mutual aid and comfort as may be consistent, without neglect of home duties or injury to ourselves. Our obligation, duties and rules, we are to observe with loyalty, cultivate sisterly love, and remember our motto "TRUE FRIENDSHIP."

May our good influence and power be a silent magnet, not only pervading this division, but at our own homes, that the conductors, (our husbands) may find home the dearest place on earth to them, and that when they go forth on their daily trips, may they remember the lives entrusted to their care and do as they would be done by.

MRS. GUS SHIPLEY,
 President Division 3, L. A. of O. R. C.

ATCHISON, KAN., April 5th, 1890.

Editor Railway Conductor:

When we read in the papers of an accident that happened in some far away city, it does not affect us much and we soon forget it, but let it be in our own city, we begin to realize it and to wonder what we would do had it been one of our own loved ones who had been called away so suddenly,

or who in the discharge of his duty had been disabled for life. Let me tell you a case in point. There were two men, they were railroad men and neighbors, kind and loving to their wives and little ones, but as too often the case with railroad men, one was a little careless about laying by a trifle for a rainy day. He was what you would call a good fellow, always ready with a new story to tell or a good joke; always ready to stop and take a drink, and then to treat, for it would look mean if he did not, and he was such a good fellow; but when pay-day came his money failed to pay all he owed, and month after month he delayed getting his life insured, as he always intended to do. The other was called a stingy fellow by those who did not really know him, for he did not smoke or drink, therefore did not have to treat; but his wages were spent in providing a little home for the wife and little one that had been given them and in paying his assessments for others, as they would do for him should death call him away. The time still goes by; one is still unable to join the other faithful to the Order. One morning they leave home to go out on their run, with a good-bye and kisses to loved ones, and all seems well. 'Tis time for their return, the supper is ready and waiting, little ones grow impatient, the wife wonders what is keeping him; too soon she knows, a friend comes in and tries to break the sad tidings to her; there has been a wreck, and he who started lately away so full of life and strength, is brought home all crushed and dead. It is the one that was not insured, the one that was such a good fellow. The other is badly hurt; the doctor thinks it doubtful if he lives, but hopes he may; he lays for weeks between life and death, but no skill can save him. He, too, must die! But what a comfort and satisfaction to him in his last moments to know that the little laid away had paid all his assessments and the home he had tried to provide for those he was about to leave, could be paid for and not taken from them! Which of these two do you really think was the good fellow? I think it the duty of every conductor's wife to try and do all in her power to have her husband join the noble Order of the O. R. C.

We can none of us tell, as the days go by, what of joy or sorrow they will bring. May we all be able to say when we die, I have tried to do right in everything.

MRS. S. D. B.

AURORA, April 18, 1890.

Editor Railway Conductor:

When I read in the November number Brother Severence letter on the Sabbath day, I felt that I must sit right down and enter a protest on such an article.

I have since felt glad that I did not do so, as others have answered him far more ably than possibly I should have done; and all I wish to do now is to congratulate the O. R. C. on having men who are so ever ready to stand up for Christianity and the Sabbath day, and I also wish to congratulate the editors of the CONDUCTOR on the pure tone of the magazine which they edit. I have never discovered any ill-will or malice toward any one. All has been for the promotion of friendship and the desire to make men better and nobler in the work which has been assigned them.

Hoping that this may continue to be as it is, I remain, yours in P. F.,

A CONDUCTOR'S WIFE.

JERSEY CITY, N. J., April 15, 1890.

Editor Railway Conductor:

DEAR SIR: Mr. Wm. A. White, member of the Neptune Division 169, whose former address was 311 Sixth street, has removed to 230½ Pine street, Jersey City, N. J. I should miss your book very much for I find it very interesting, and look for its coming with as much anticipation as my husband. It touches upon subjects not in common with every day literature, but it teaches us more of the duty of a railroad man and our duty to them, their sacrificing nature, and true noble hearts, than anything that I ever read.

Dear Editor, I wish you success in all your undertakings pertaining to a railroad man, and may God bless every one of them, is the wish of

MRS. WM. A. WHITE.

Editor Railway Conductor:

As there has been no communication from the L. A. of O. R. C No. 2, for some time in the columns of your valuable monthly, I send you a short one, hoping that it may be of interest to all our friends interested in the cause, and of our success as ladies of the O. R. C.

The terms of our first officers having expired, we elected and installed new ones for the ensuing year, who are as follows: Mrs. Wm. Stonehouse, President; Mrs. Ann Crabbe, Vice-president; Mrs. Ed. Butcher, Secretary and Treasurer; Mrs. L. B. Perry, S. S.; Mrs. M. M. Mitchel, J. S.; Mrs. Geo. M. Loughridge, Guard; Mrs. William Stonehouse, Delegate to Convention. We have twenty members in good standing, and several applications in. We feel that we are doing a good work, and Loyalty Division No. 2, is in a flourishing condition.

During the past year we have given sociables once every month, which have been liberally patronized, and been the means of bringing together, and more firmly uniting, families of railway peo-

ple in this city, trying in this way to elevate the word—sociability. The collections taken up at our sociables has replenished our treasury, from time to time, and our books show a splendid account for so young an organisation. Our last social was held at the elegant home of Mr. and Mrs. C. A. Stanchfield, who are noted as being most royal in the art of entertaining. Refreshments were served, and a very interesting program given under the supervision of Mrs. Stanchfield and daughter, which was highly appreciated by the large number present. After spending a delightful evening, the "good-nights," were said and each one returned to his home, wishing that the time might fly swiftly by when we would all meet again at our next social.

Yours in P. F.,

MRS. C. A. ROUSE,

Corresponding Secretary L. A. of O. R. C.

Creston, Iowa.

Two Society Queens.

ONE ATTEMPTS TO RULE BEYOND HER TIME, WHILE
THE OTHER GRACEFULLY ABDICATES.

Two of the prettiest girls in a town where pretty girls are by no means rare have recently passed the point beyond which they cannot with propriety be spoken of as "girls." Both of them once possessed unusual beauty; both were considered, though in widely different ways, attractive. They were spoken of as "belles" in the circles in which they moved.

One of them, who, with a little touching up of the cheeks and eyebrows and the assistance of a skillful dressmaker, is yet handsome, still considers herself a "belle," and makes her desire for admiration and social supremacy uncomfortably evident. She is unmerciful in her criticism of the younger girls who are just entering her set; she likes to snub and disconcert them; she speaks of them as "chits" and school-girls. She has no feminine friends, and as her old admirers marry, or desert her, she finds her native place growing more and more dull, and finally gets out of it as often as possible.

Every summer, with many huge trunks filled with gorgeous clothes, she goes to a large hotel at some gay resort and spends the season in "showing off." Some people laugh at her, but there are some who admire, and she will be able, doubtless, to play at being belle a few years longer.

The other belle belongs to a family rich in children, beauty, health and good temper. Her dresses have never been costly nor especially elegant, but no one ever stopped to think what she had on. She is still pretty, without touching up, but the first fresh bloom of her beauty has de-

parted, and people are beginning to lament that she does not marry.

Not that they make ill-natured remarks on the subject, but they say she is not the kind of a person who ought to be "an old maid."

She is so capable, so domestic, so sweet tempered, so fitted to be a wife and mother, that she ought certainly to be the mistress of a home.

It is rumored, moreover, that she has had a great many offers; and it is known, though not through her telling them, that she has had several. To be sure, in talking over her suitors the gossips agree that they were nice enough young men, but none of them half good enough for her. It seems to be on general principles only that they wished she had married.

Meanwhile, before any one realizes what she is doing, or that she means to do it, still less to think it is time for her to do it, it is found that this belle has abdicated! There is no formal announcement of the fact, but so it is.

She goes seldom to parties. She ceases to act in theatricals or pose in tableaux; she "manages" instead for those who do. At church fairs she is found no longer as flower girl, or peasant waitress, or gypsy fortune teller in coins and gay scarfs; instead she smiles at you across the apron table, or shares the distracting labors of the supper committee, or is placed in charge of the children's march.

As sweet, serene and gay as ever, she shares the enjoyment of every festal occasion, and adds to its charm. But people come to her now with compliments, not for herself, but for her sister next in age, just budding into womanly beauty; or for the little brother, who played the page so well; or for the younger sister, who was so quaint and graceful in the minuet. She flushes with pride and pleasure as such pleasant things are said to her.

She is yet more pleased when a gracious word is spoken concerning the other sister, the shy and awkward one, not blessed with the family beauty, and takes pains herself to mention, when the rest are praised, how sweet tempered that one is, and how helpful at home. What she herself is at home only the tired housewife whose burdens she lifts and the little flock to whom she is a second mother will ever know.

One cannot be a belle for a whole life. The time comes when, if a girl would not be pushed down, she must step down, unless indeed she will step up instead. That is always possible to do, and she who does it loses nothing and gains much. Even her beauty often does not vanish, but merely changes in kind.

People may not say so often, "How pretty she looks!" but they will be more than ever likely to say, "How lovely she is!"—*Youth's Companion*.

As Jacob Served for Rachel.

'Twas the love that lightened service!
 The old, old story sweet,
 The yearning lips and waiting hearts
 In melody repeat,
 As Jacob served for Rachel
 Beneath the Syrian sky,
 Like golden sands that swiftly drop,
 The toiling years went by.

Chill fell the dews upon him,
 Fierce smote the sultry sun;
 But what were cold and heat to him,
 Till that dear wife was won!
 The angel whispered in his ear,
 "Be patient and be strong!"
 And the thought of her he waited for
 Was ever like a song.

Sweet Rachel, with the secret
 To hold a brave man leal;
 To keep him through the changeful years,
 Her own in woe and weal;
 So that in age and exile,
 The death damp on his face,
 Her name to the dark valley lent
 Its own peculiar grace.

As Jacob served for Rachel
 Beneath the Syrian sky;
 And the golden sands of toiling years,
 Went swiftly slipping by;
 The thought of her was music
 To cheer his weary feet;
 'Twas love that lightened service,
 The old, old story sweet.

—*Christian Intelligencer.*

She Is a Rebel.

A pretty woman of New York, who has been accused of being a rebel, who invariably wore the red and white colors of the Confederacy, writes in reply: I am not going to deny it, but wish to state that I am and always have been a rebel with a large R. At the minute of my birth I rebelled against my coming into the world with the most piercing of yells, and I have been rebelling against something, from dirty streets to tiresome women, from badly fitting frocks to badly managed governments, ever since. As to wearing red and white, I also confess to both sins. Having a drop of Quaker blood in me, I had a craving—the craving for forbidden fruit—for red. In time I got it; first, because I liked it; then because the man I liked liked it, and lastly because it was becoming. The same reasons apply to white; but I never appear on the streets in either of them, and don't expect to until the streets are cleaner and the

world is more appreciative of colors. I rebel against making a guy of myself.

What else do I rebel against? Insincere friends and malicious gossip.

Thick cups and over big soup spoons.

Grass green gowns and shiny dress suits.

Tight shoes and tight stays.

Lack of loyalty to one's own people.

Early dinner and late teas.

Badly cooked terrapin and canvas back sacrificed to ignorant cooks.

A great many diamonds and no manners,

Impertinent children and insolent women.

Bad actors and worse plays.

The man who has a scheme on hand, and the woman who takes you to a dressmaker so she may get a percentage off.

Politicians who are not polite enough to have their subordinates work well,

So called Christians to remember your trespasses and forget their own.

Yes, I'm a rebel, and shall be until the gentleman with the scythe approaches me, and even then I shall rebel against his cutting down like the grass her who is known as ——. —*New York Sun.*

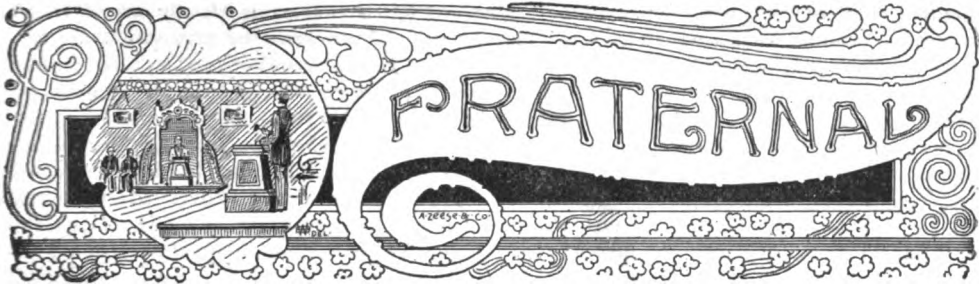
The Wrong Boy.

A curious story is told at the Capitol at the expense of a member of congress, who, while of no small caliber intellectually, has not been blessed with an abundance of *avoirdupuis*. He has a wife much taller than he is, and who also is well-known to her children as a strict disciplinarian. One evening, so the story goes, she heard a noise in the nursery after bedtime. She promptly seized her slipper and started for the scene of the uproar. Just as she reached the door the children extinguished the light. Stretching out her hand, she captured one of the boys, and to judge from the outcries he made the spanking was thoroughly effective.

But the mother was somewhat surprised at the conduct of the second sufferer. Instead of sobbing, he yelled protestations in a strong voice, and at last swore roundly. The mother, astonished, jumped up and letting him fall from her knees to floor, exclaimed tenderly:

"Is that you, hubby?"

Overwhelmed with confusion, he admitted that it was her "hubby" she had been spanking. After they had retired amid the muffled laughter of the children, who were trying to restrain it by stuffing pillows into their mouths, explanations followed. He, too, had heard the noise and with the same object in view as his wife, had gone to the nursery, where he had been caught by his spouse.—*New York Tribune.*



A And The Reason.

Once a man to his fellow unjust,
He avoids him, though erstwhile his friend,
A reason he will give if he must,
And his act of ignoring defend,
But *the* reason he passes him by
With a look always preoccupied,
In conscience he truth won't deny,
Is because of mighty *false pride*..

There are men who seek dissipation,
A reason for manhood thus hiding.
"Sorrow produced consternation,"
Say they, to avoid others chiding,
The reason boon companions are sought,
For congenials they burn to get sight,
Dearest claims to such mortals are naught,
When weighed 'gainst their *cursed appetite*.

A woman, fault finding and scolding,
Her presence but an aggravation;
Gives a reason for thus unfolding
Her complaints upon her relations:
"Small things jar her sensibility,"
"So sensitive small things excite her,
The reason, her tongue's agility
Proclaims her *by nature a fighter*.

A preacher with eight hundred a year,
Is "called," where a thousand is offered;
A reason given for change of sphere:
"A larger field to save souls is offered."
Would he tell the truth to his own heart,
And own what it was that controlled him,
The reason this "call" caused him to part
With his flock: *two hundred consoled him*.

Some ladies attend church quite devout,
A reason, "they would show devotions;"
Of their devotions no one should doubt;
"They must give each service a *portion*."
The reason, their poor hearts are distressed,
As they enter the church demurely.
"Some ladies may be there better dressed
Than themselves," *this would they know, surely*.

Madam Social, her alms dispenses,
A reason is: "kindness and duty,"

Given under other pretences,
Would despoil such deeds of their beauty.
The reason she gives rather often,
Since she would lead in society,
While hearts of the poor it may soften,
She gains by it, notoriety.

Could the world know *the* reason for acts,
In place of a reason when stated;
Could it but know what are concealed facts,
Getting *the* for a reason prated,
Many hypocrites would be unmasked,
Some reformers (?) lose their ammunition,
Diplomats suffer by the contrast,
Truth gain from this altered condition.

FARGO, Sunday, March 30, 1890.

Mr. Editor:

As I have been so busy extricating myself from the various suits of libel brought on from the effects of my last article in the RAILWAY CONDUCTOR, I could not get my correspondence to you for the last issue. But having settled these matters satisfactorily, I find myself to-day a free man—free in a double sense of the word. First, all suits have been withdrawn; second, my wife is away on a visit.

Mr. Editor, do you know what it is to be free in the second sense of the word? Do you know what it is to be able to go to lodge and come home at 3 a. m., without being received on the sharp point of an instrument, namely: a woman's tongue? Oh! what bliss it is.

What a happy thought came over me this morning at 2 a. m., as I crept up stairs—no I did not creep this time, I came up boldly, for I knew I was free. I knew I was safe from the rebuke of woman.

Brothers, if any of you are contemplating matrimony, don't let this article influence you in the wrong. There are only a few things you must deprive yourself of to be happy after marriage, namely: don't go to lodge or caucuses more than four or five times a week; don't smoke; don't drink; don't flirt with young ladies along the line; don't speak with your lady passengers; don't praise your

mother's cooking; don't tell your wife the good qualities of another man's wife, and when that great and glorious day comes, that day looked forward to by one and all, namely: pay day, reach down into the inside pocket of your jeans and pull forth those almighty dollars, which you have earned so well, and present them to her. She will take them; yes, take them all, and allow you to go out into the cold, cruel world alone, to make another trip with only enough left to change a 75 cent piece.

It is reported that Brother Walsh of this Division is about to enter into these trials. He has been south during the winter months seeking a partner for life, health and various other curiosities, some which he found. He discovered, when the landlord at Memphis levied on his trunk, that there were more than one kind of levee. He also discovered that the walking was not as good down that way as in the north; gravel being scarce, the tracks are not leveled up between the ties as well. For the benefit of those who have never met him, I will state, that his walking propensities are good, he measuring 6 feet 6, in his overshoes. He is not as large as he was last year at this time, having lost a thumb last fall from the effects of a felon. Now, this is not the first time he has associated with felons, but this one proved more disastrous to his physical health than the other ones.

Now, I have never been in the south, thus I do not know the exact height of a persimmon or orange tree, but it is said he plucked their fruit from the topmost limbs. It is reported, that the aforesaid partner which he sought and found, was not quite as light complexioned as himself, but time will tell. I will say, however, that he has returned into our midst with more health and less wealth.

Brother Neal, who has been promoted to regular passenger conductor, is a bald headed man, but looks all right with his hat on. They say he is quite a favorite with the ladies along the line, but his wife don't know it. I would say in his favor, that he is one of the most earnest workers we have in this division, and we wish him success.

Brother McLannon, also a young man of large brain, but little hair, has been promoted to the same position. Mc. is also our present Secretary and Treasurer, which position he fills to perfection.

Brother Sloan, the shin kicker, is still alive, although we do not see him often, his run takes him out early and in late, every day in the year. But we don't care to meet him often. Did you ever meet him? If not, I will tell some of his peculiarities: he has a very pleasant way of saluting friend or foe, by kicking him on the shins.

Now, some may like this friendly way of his, but I object. Then again, he may take a notion to cut off a button or two from your coat, thinking you have a surplus, or imagine your gloves will fit him better than they do you. Now, it is said, that there is a permanent cure for that peculiar disease called the grip, but it has never worked successfully on him. He has it yet, and has always had it since I first knew him. Everything he gets his grip on disappears, although it is a well-known fact, that he has never taken anything he could not lift. I have known him to take a cold, several times in a year when he had no use for it whatever. All I can say in his favor is, that he is the handsomest man in the division, and a true member of the O. R. C. I wish they were all like him in this respect. Hoping the proof reader will survive this, I will close.

C. B. GILBERT.
Division 72.

DECATUR, Ill., March 30, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO.: In the April number is an article, or rather two of them, one from Butte and the other from Helena, Montana, that I can not suffer to pass unnoticed. The first wants it to be made a criminal offence to issue an appeal for aid to benefit a poor Brother's distressed family, and with supreme indifference asks: "What matters it to him if a conductor's widow and children are starving." Division 243, with a spirit which would make the king of the Cannibal Islands turn green with envy, comes out flat-footed and says no more crumbs from their table. Shame on such sentiments. I would advise all such hide-bound members to familiarize themselves with a certain clause in the obligation of the third degree, and remember the Lord loveth a cheerful giver, and that charity extends beyond the grave to the boundless realms of eternity.

In conclusion, let me say, I am a member of our most excellent benefit department, but I do not feel like taking a prattling infant by the throat and choking it, because its father did not.

Yours Truly in P. F.,
E. H. JONES,

CHATTANOOGA, March 23, 1890.

Editor Railway Conductor:

Well, there is not much to write about; business has fell off some, and the conductors on the N. C. & St. L. are not making as much as they have been, on account of two spans of the bridge across the Tennessee river, at Johnsonville, being gone. They had a fearful storm, and the wind blew so hard it took two spans of the bridge away.

We have a Brother running on a branch road

here that had a collision on it a few days ago. Now, mind you, there is but one train on the road; he was coming west, and met a handcar, with a stove on it, going east. When he struck the car, he stopped to see what damage had been done. The man that was in charge of the train going east, swore that he would have pay for the damage or blood. "Why," says the conductor on the train coming west, "what are you doing on my track and on my time, without orders?"

Our G. C. C. was with us a few hours on the second of the month, and gave us a good talk on the Order, and made things plainer to us than they were before, corrected several false reports, and I think he changed several of the Brother's opinion of the Order.

In my last letter I failed to mention the Lookout Mountain Incline. We have a Brother upon it, and he was "red-headed" about it. Well, Brother Mc., I apologize for overlooking you. Brothers, when you want to go on the mountain, take the Mountain street car, and it will take you to the foot of the mountain, where you will connect with the incline; you will take the incline and go to the point of the mountain and there you will get off in the hotel that belongs to the Incline company. If you wish to go to Sunset Rock, or the Natural Bridge, you will take the train at the hotel. They have a narrow guage railroad which runs from the hotel to the top of the mountain, two and one-half miles long.

Where the mists have risen in granduer,
Far above Mt. Lookout's brow,
And the morning sun in splendor,
Casts its brilliant rays below;
When the valleys broad and smiling,
Like the hills are decked in green,
And the rippling river wanders
Through this heavenly sunlit scene;
When the birds are blithely singing
And bright flowers crowd the way,
And all nature glows resplendent
Neath the fiery god of day;
Then wander forth, and stand you,
On Mt. Lookout's rocky brow—
Let your eyes in silence wander
All around, above, below,
O'er great nature's panorama,
Like a sea with rock bound shore;
Stretching down, then upward, onward,
'Till the eye can see no more—
And your soul will fill with rapture,
As you view the glorious scene,
And your heart with awe and pleasure,
Praise the Mighty hand unseen,
Who created all this boundless,
Grand and glorious land of ours.

Valleys clad in verdent beauty,
With sublime and rocky towers,
Rising upward from the surface
Of the river's crystal stream,
To the very clouds of heaven,
Like enchantment's magic dream;
Would you see it real and truly?
Would you see what I have seen?
Then stand you on Point Lookout,
When the earth has decked its green,
And you'll see what I've attempted,
In the frail, weak words of man,
To describe and paint, but useless!
Go and see it, ye who can.

Yours in P. F.,

LOOKOUT.

FORT WAYNE, Ind. April 9, 1890.

Editor Railway Conductor.

Brother G. Tuckey, of Wayne Division 119, and a conductor on the P., F. W. & C. Ry, was most brutally assaulted, while in the discharge of his duty, at Lima, Ohio, on Sunday April 6th. On arriving at Lima, six tramps boarded his train, and when Brother Tuckey ordered them to leave the train and stay away from it, the dirty vagabonds, being somewhat under the influence of liquor, drew their revolvers and fired one or two shots. Brother Tuckey being a man from the bottom of his feet to the top of his head, and a man that would die, rather than run or give his train over to such brutes, and when they found that Brother Tuckey would not concede their wishes they took hold of him and held him, while one of them placed a gun against his left breast and fired, sending a bullet through his lungs just above the heart, the pistol being so close that it set fire to his clothing. They have caught all of the villains but one, and Brother Tuckey has identified them. The Brother was kindly cared for. Brother M. O. Ginty of Wayne Division 119, being in the city hastened to his side, and the officers of the P., F. W. & C. run two special trains, one from Fort Wayne taking his wife and daughter, and one from Crestline, Ohio, taking his brother, C. F. Tuckey, who is a conductor on the P., F. W. & C., and a member of Wayne Division 119. The special train from Fort Wayne making the run of 60 miles in 61 minutes, making two stops; and the run from Crestline to Lima equally as good. Brother Tuckey is resting very well at present, and we have hopes of his recovery. He does not want for anything, the railroad company spares neither money or time, the Brothers of the O. R. C. are in readiness and keeping a constant watch over him, and his loving wife is constantly at his bed side and cannot be persuaded to leave

him. The kind people of Lima were up in arms to catch the murderers and to give aid and comfort to the poor unfortunate conductor. I was with Brother Tuckey on Tuesday, and found him resting easy with bright prospects for his recovery. I will keep the CONDUCTOR posted.

Yours in P. F.,

A Member of Division 119

CHATTANOOGA, Tenn., April 15th, 1890.

Editor Railway Conductor:

DEAR BROTHER: I write this to advance the thought, that one-half the world don't know how the other half live, neither do the one-half know how the other half enjoy themselves.

On the 11th inst. I left the above city to be present at the organization of what was afterwards called the Chattahoochie Division No. 71, O. R. C. I spent the night in Atlanta, meeting and having a good time with the indefatigable Ish Dunn, Vandever and other Brothers.

On the morning of the 12th, I had the honor of joining and accompanying Brother Joe Latimer of Atlanta Division, to Columbus. On our arrival in Columbus we were met by some fifteen or twenty of those fellows who constitute the best material of Columbus, who had in waiting for us the nicest carriages in the city. We were driven direct to the Rankin Hotel, where we spent a few minutes in preparing for dinner. Well, you know, there are different ways of preparing for dinner—but let that be as it may, we all prepared each in his own way, the every one of us had a good dinner, and we then, each of us, met in the K. of P. hall, to do, and did do what we were sent here to do; organize the above Division, with, I think, some twenty charter members. The work was nicely exemplified by Brother Wilkins, assisted by others. After this we returned to the Rankin House, where a banquet was given in honor of the noble men who had met there from all parts of the country to assist in the organization of a division. This banquet was certainly splendid, and did honor to those who prepared it. It was attended by men of all classes, and the very best feeling prevailed. Many were the nice toasts responded to by all the different departments represented, which were presidents, superintendents, agents, express men, mechanics, engineers, &c. This enjoyable affair ended about twelve or one o'clock, when by motion of Brother Latimer, a collection was taken up for the waiters, which resulted in a nice little sum, and was highly appreciated and deserving. Who could have thought of such a motion but a man of experience. Do not misconstrue my meaning, I do not say experienced as a waiter, but, experienced in the broad views of charity and sympathy for those who do wait and labor.

Now, for the Union meeting; it was well attended and we met brethren of fine intellect and broad views, and upon questions of interest it was well to hear Atlanta's Broyles, Nashville's Latimer, and Florida's Hill, expand and develop the hidden beauties and good of those things, so often we know and think too little of.

After having what we all called a real good time, we gave unto Division 71 the gratitude of our hearts for the royal style in which we had been received and then parted; if never to meet again under the Chief Conductor of Division 71, to all meet under the Grand Chief Conductor above, "where the wicked cease from troubling, and the weary shall find rest."

Yours fraternally,

J. M. BURNETT.

ST. THOMAS, Ont., April 9, 1890.

Editor Railway Conductor.

DEAR SIR AND BRO.: I do not see any correspondence in our RAILWAY CONDUCTOR from this section of God's world, and as our own division has a great many Brothers away from here, I thought it would be a good way to reach them and our friends, so I know you will never be guilty of putting this in the waste basket. We have been favored the past winter in our railroading work; no snow, mild weather and plenty of business, so we are pretty well satisfied (that is for railway men). Our Division has been continually getting new material in the Order. The M. C. intends to build about 60 miles of track this year, as follows: from Welland to Dufferin; Springfield to Yarmouth; Basset to Bismark; Essex Centre to Maidstone, and when this is completed, it will be one of the best single track lines on this continent, as the grades are all light, and a great deal of level line very straight, as there are portions 40 miles and more from one tangent to the other. Business has been very brisk on the Grank Trunk all winter and still holds out good.

Union Division No. 13, easter reception and ball at the Grand Central hotel, was a magnificent affair, and reflects great credit on the arrangement committee, Messrs. W. Smith, G. Gillespie, L. Jones, A. W. Martan and J. McKenzie.

About nine o'clock the grand march was struck up and about 200 ladies and gentlemen took part in it. Thanks to the efficient floor managers, Messrs. T. C. Jones, N. H. Ryan, A. Smith, S. J. Callacott, J. Noonan, J. Lowry, H. B. Paddon, T. Cahill and L. Jones, everything passed off pleasantly from the opening quadrille till the closing circassian circle, and everybody enjoyed themselves to the fullest.

There were a large number of Brother conductors and other well-known railway men present.

The officers and members of Division 13, have reason to feel elated over the successful issue of their Easter reception and ball, and future receptions will be looked forward to by their friends in this city and elsewhere with more than ordinary interest and expectation.

Yours in P. F.

J. MCKENZIE.

NORTH BAY, Ont., April 17, 1890.

Editor Railway Conductor:

I would like to ask one question before I proceed to "gush," for I expect this will be a gushing letter, as it is my first attempt, and I don't know what my capacity is in this line, although I am considered a good "head," (by myself). Excuse me, the above mentioned question. Did any one of the many readers of the RAILWAY CONDUCTOR ever hear of, read about or run foul of any of the members of a Division of the Order, known as Nipissing Division on the time card No. 242, supposed to be situated at North Bay, Ontario? Echo answers, no!

Thinking there was room for doubt in this matter, I have deliberately taken upon myself the task of letting you know that there is such a Division, and that she is alive and well, and doing business at the old stand; office hours 7:30 p. m. to 12:60 a. m., (and longer if necessary) every second and fourth Wednesday. Commutation tickets, good for every regular and special, for sale at the home office. Terms—character, experience and cash.

Well, now that I have established the fact that there is such a Division as Nipissing, No. 242, I want to say a word or two about some of the members of said Division, and then I "quit you."

Our worthy C. C., Brother Harry Hughes, has been "jacked up" with a severe cold for the past few days, but thanks to our C. P. R. "Tombstone Agent" and Mackey House broth, he is able to again resume his duties.

Brother C. F. Boyce is at present confined to his room with the old bronchial trouble, which came so near ending his career two years ago. I am happy to say that he is improving and hope to soon see him at his old place, punching the pasteboards.

Brother W. O. Washburn, our P. C. C., has just returned from Northfield, Vermont, where he has been for the past two months, anxiously watching by the bedside of his sick wife, hoping and trusting that a change for the better would soon come. But alas! those fondly cherished hopes. So soon to be crushed and their fragments scattered to a sorrowing life of loneliness by that

grim monster, Death, who, on April 4th, claimed her as his victim.

Brother Adam Torrance is wearing the "Hoe Peak" cap in Brother Boyce's place on the Winnipeg.

Brother Pennock is enjoying a "raise," having recently been promoted to a regular passenger run on the Winnipeg. But say, Brother P., didn't you pick that coat before it was ripe?

Father O'Neil is doing the timber train act up at Chelmsford.

The good people of Chapleau got tired of the "shot-gun nuisance," so Brother T. Jackson was taken from the west run and put on the North Bay and Ottawa run. Of course there are none of Tom's ducks (ravens) in Ottawa, so he is perfectly safe down there.

Brothers Cavanaugh, Nidds and Donovan (Parnell) are watching for "spotters" on the Soo run. Brother Harry Draeny is away on his holidays (one month) on account of attempting to haul a car a few miles on the ties. Experience teaches us, Harry, that they will not work that way worth a cent. Old Cole is running between the Mackey House and Chalk river, with headquarters at Ruthraglen. Fine girl that, Jack.

And now, Mr. Editor, if you will kindly excuse my abrupt departure, I will say, "so long."

C. O. D.

P. S. Should you ever be writing an article on the "Great writers of the day," in mentioning me kindly use my non de plume, as I am strongly averse to publicity.

C. O. D.

ELKHART, Ind., April 18th, 1890.

Editor Railway Conductor:

Please allow me a few words in the Journal and I will agree not to waste any more space for some time. Brothers, the time is close at hand for our convention at Rochester. Are you ready to tackle any question that may come up? There is lots of work to do. Have you instructed your delegate what to do when he gets there? If not, do it at once. Let him know just what the majority wants. If you fail to do so, and he goes there and does something you think is wrong, don't kick, for he will probably do the best he knows. If you see anything that you think it is for the good of the Order, get up in the Division room and express your opinion, if it is wrong; there will be no harm done, but don't talk outside, and when you are in the Division room don't sit still and say nothing. I have just as good a right to air my views as any other free born American citizen, and so have you.

It is my opinion there can be changes made that will help the members of our Order, financially at

least. (Morally, I think we can cope with other organizations). One thing that must, and I believe can be done, is to keep all good Brothers employed, not as brakeman, but as conductors. You ask, how are we going to do that? I can only give my idea. Brothers, you read the Journal carefully each month and you will find an average of one O. R. C. man promoted to position of train-master, superintendent or some other high position, wherein they have the power to employ men. Do they try to keep all good Brothers employed? It don't look much like it to me. I have known Brothers to travel over a great deal of territory and could not get a job. If they did, it was braking.

Brothers. I am braking and have been for two years. Why? Because it is impossible for me to find a position as conductor. I have written to every Brother that I could hear of that held the authority to employ conductors, and have not received one favorable answer yet, (in fact have only received a few answers, three or four,) the balance even kept the postage I sent for an answer. Is that right? It certainly don't seem so to me. According to one answer I did get from an O. R. C. train-master, there must be lots of Brothers out of jobs. I asked him for a situation, and here is part of the answer I received :

"While my heart is inclined to give all good Brothers positions, it is a matter of impossibility. We have two engineers and two crews that compose the outfit, and men enough promised to supply. I was going to say 1,000 miles of road."

In God's name, can it be possible they are all O. R. C. men. If so, the Order should try and remedy it in some way. Now, you Brothers that hold high positions, you can change that if you choose, or don't you take any interest in the O. R. C., after you get to a high position.

One more idea. Our Grand Officers are traveling all over the country and tell us the favor we are gaining with the railway managements of the country. Why can't they manage to man these new roads that are being built all the time with good Order men? Can it be possible that the Conductors of this country have got to serve an apprenticeship two or three times? (I am serving my second term after thirteen years in the train service). Hoping some of these matters will be looked after and brought up at Rochester this year,

I remain, yours in P. F.,

R. L. M.

Elkhart Division, No. 19.

VICKSBURG, Miss., April 22, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO.: It seems, that Vicksburg Division 231, has lost its place in the ranks of the

RAILWAY CONDUCTOR, for I have been looking in vain for a word from some good literary Brother, but I suppose they have concluded to "wait 'till the clouds roll by," or, in other and more appropriate words, "wait 'till the water goes down." The Mississippi river has been the principle topic of conversation for the past two months, its rising and falling has been noted with much interest. Business has been nearly all suspended here for more than a month, and prospects are not very encouraging, even at the present writing. The Mississippi Valley (L. N. O. & T.) railroad runs within sight of the river for about 150 miles, between Memphis and New Orleans, and even a greater mileage than this is subject to overflow when the levees break. The road is now, and has been for sometime past, submerged at several points, and the efforts of the superintendent of roadway have been untiring to keep the road in condition for traffic, but his adversary, the Mississippi river, has come out ahead in the second round.

All through trains have been suspended, and there is only a daily local passenger train between here and New Orleans, and occasionally a freight to do the local work.

We have a good division here, and the only difficulty is, we can not often get a large attendance on account of our runs being long, and we can not be at the meeting as often as we like.

Our Brother C. C., John T. Savage, is going to represent us at Rochester, in May, and all are looking forward to the result of this convention with pleasure.

Brother A. L. Jaquith, our popular Secretary, and agent of the Mississippi Valley at this place, is an efficient and worthy member of this division.

Brother Morris, Lawrence, Gove, Howard, McIlvaine, Bellinger, Sherrin, Rials, Coburn, Schofield, Williamson, Hawkins, Prichett, Powell, Gurley and Marion, are a few that are identified with the interests of the Mississippi Valley. Bro. R. T. Powell is our efficient and genial road master of the second division. Brother Gurley is train master of the entire southern division, and is well liked as a Brother and an officer. Brother B. Marion is superintendent of bridges and buildings.

Captain A. A. Sharp, formerly superintendent of transportation, resigned his position, and was succeeded by Mr. Geo. D. Lawrence, April 1st. Mr. Lawrence is from the C. R. & C., and has a splendid reputation, and long experience in this avocation. Captain Sharp will be presented with a handsome memento as a token of esteem, by the employees. It is rumored that he will accept a position in the freight department.

Hoping I have not trespassed on your time,

I am Yours in P. F.

JOHN B. WHITE.



PALESTINE, Texas, March 26, 1890.

Editor Railway Conductor.

The time for the meeting of the Grand Division is fast approaching, and as it is one of the most important measures that will be up before that Grand body, I want to say just a few words on insurance. While perhaps my ideas may not have much weight, and the "subject" be "as a tale that is often told," yet I want to place before the Brothers that will meet in May to deliberate upon such changes in the law as they deem best for the good of the Order, the subject of a different class in our insurance. The one now in use is admitted by all to be inadequate to the demands that are likely to be made upon it, when a few more years will be added to its history. In fact, all assessment associations (by mutual plans), become too burdensome; as they become older the death rate is usually larger than the increase by new members, and I don't believe that any one will attempt to deny this fact, and admitting it to be a fact, then shall we not take time by the forelock and remedy the evil, while yet we may, without detriment to us. The plans formulated by the old, and presented by the Jurisprudence Committee in Denver, last May, is, I am sure, the best plan yet devised by any member of the Order; while it is not perfection, yet in the absence of something better, I am sure it should be reconsidered and passed, so as to become "The Insurance Law of the Order.

The main objection urged against it in Denver was, that it would ultimately kill the insurance as it now stands (which we call Class A). That, Brothers, should be an argument in its favor. If it is so much superior to the old that it will rob it of its members, let us have it by all means. And another objection that was urged against it was, that members of the old insurance could not, after the expiration of Class A, join the new insurance, or Class B, on account of infirmities that had come on them since joining Class A. There is an express agreement on the part of Class B, to accept any or all the members in Class A, at the rate of two certificates of \$1,000 each in Class B, for one in Class A. So you see there can be no injustice

to any one on that score. And Brothers, you can hold five shares of \$1,000 each in Class B. Another objection is, that it costs more for older than for younger members. That is precisely what it should do; and there is no insurance in the world, that is conducted on first-class business principles, but what does; nor could they exist if they did not; for the very reason, that the death rate is greater among old, than among young persons. Our object is to make an equitable insurance. Those with a shorter expectancy should pay a greater rate, as their risk is greater; and in ours, the object is attained by charging a premium, based upon the percentage of mortality, without interest discount, and loaded with a small margin, which increases in rate with advancing age, so as to guard against adverse selection by old persons, by reason of the advantages of low costs; for, however harsh it may seem, no association can stand unless it is based on strict business principles, shorn of sentimentality.

And, another good thing that should not be overlooked, and that is the reserve, consisting of about 25 to 33½ per cent, out of the assessments collected. They go into the mortuary or reserve fund, which under judicious investments, will add to the mortuary fund, without additional expense to the assured, thereby diminishing the calls for assessments.

Brothers, I am sure I would like to be able to make such an exhaustive and convincing argument on this subject that would bring you all to see this as I see it; but alas, I am not so gifted. For this is of vast importance to us as an Order, and as members of the Insurance Department, and I hope that a majority of the Brothers will think favorably enough of this to make the change, and let us have not one of the best insurance departments of any railway organization, *but the best.*

Brothers, please take this matter up with your divisions; each one of you have a copy of the proposed law (or at least should have), if not send to Brother Daniels, who I am sure will gladly furnish you with *one*, and discuss it thoroughly, and either come prepaed to vote for it, or to offer a better one.

Yours in P. F.,
B. F. BLOUNT.

BELLEVUE, Ohio, March 12, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO.: Much has been written, said, done and suggested, which shows that the time has come when there should be a radical change in the laws of our insurance. We would lack courage, intelligence and eye-sight if we did not see and admit this. Our object is complete in itself for its own great ends, but is it fair, is it just, for the Grand Division to insert in the laws of the insurance a clause, that debar a member of the insurance from receiving the benefits he so much needs, if he is injured in such a way that he is not able to follow his calling as a railway conductor, although he could fill the lucrative and dazzling position of flagman, at some dirty street crossing, or if he was an expert at slinging ink, he might fill the position of bill clerk in some freight office at thirty dollars per month. I ask, in all goodness, (tinged with a shade of charity) is it fair, is it brotherly, is it what we are banded together for? Are we not obligated to assist all worthy Brothers? Then if we do not assist a Brother when he is in distress, and what greater distress could he be in if injured, or through sickness that he will ever after be incapacitated from following his calling as a railway conductor. It must be a pleasant feeling to that poor Brother and his poor wife, and perhaps his little ones, to look forward to—what? Nothing, unless it is charity, for he cannot receive any benefit from the insurance, unless he dies, or is killed, or what is worse than death, a burden to every one. What is he a member of the Order for? And why does he take out a policy in the insurance? It should be, to assist him in starting some little business, or getting himself a home for wife and little ones, when he is not able to fill his calling as a railway conductor. Do we not require of a man seeking admission, to be a conductor of two years standing, of good report, and if he is not a conductor at the time, he must show that he has had five year's experience as a conductor, and be employed at the time on a surface railroad? Then if he become a member of the insurance, should he not be entitled to the benefits of the same? If we look back for causes which are causing some of the dissatisfaction and uneasiness among the members of the Order, and the small percentage in the insurance, we will see that it is that one clause. Strike it out at our next grand convention, and you will see how the members will apply for membership in the insurance. Leave it where it is, and I here make the assertion, that within two years there will not be a membership of five hundred in the insurance. Strike it out, and in less than two years the membership will be doubled, and the assessments will be less than they are at present, for the membership

will be greater in proportion to the permanent disability or death rate.

There must be something done at our grand convention to give an incentive, something that the members will have an assurance, that if they are incapacitated they will get their insurance. Then strike them from the rolls as a dead member, as far as the insurance goes.

Look at the other orders, even though they are inferior to our own, yet they have a greater hold upon their members, why? For the simple reason they have a greater assurance in their insurance. We find it the activity of those forces who rescue the drowning in life's whirlpool, who teach the ignorant, who guide those that know not the right, who comfort the sick, raise up those that have fallen, who feed the hungry, clothe the naked and educate the orphan; these are the secrets of the successes of other orders and why not ours? Without them, we are in St. Paul's position when punished according to the Roman practice, by having a dead body bound to him, and we may all cry out: "who shall deliver us from the body of this death?" Therefore we say to you in a Brotherly way, let us open our eyes to the possibilities, and let the actions of our next annual convention enact such laws that will improve our insurance as well as our Order.

Yours as ever in P. F.,

TROM.

COLORADO SPRINGS, Colo., April 20th, 1890.

Editor Railway Conductor:

I am one of those individuals that does not believe that our Mutual Benefit Department gives the cheapest and best insurance in the world, and I will give my reasons for so believing, and in so doing will probably contradict some points in Brother Daniels' rather lengthy article in THE CONDUCTOR of April 15th.

First. Our Mutual Benefit Department gives each member insured \$2,500 in case of death, permanent disability, loss of both feet or hands, etc., for the sum of \$38 last year, but it is liable to increase if the amount is kept up, or a decrease in amount if assessments are not increased as the reports will show that less insurance was in force and less policies have been written each year for the last three succeeding years.

Second. The Mutual Reserve Fund Life Association of New York, will insure a life policy of of \$2,500 to a man thirty-five years old, (which is the average of our Conductor's) for \$37.33 per year. This is straight life and gives no disability benefits, but you do not have to die to beat the game, as at the end of fifteen years you can draw your \$2,500 out and still have your policy remain

in force by paying the same premium as has been charged. Not being compelled to have another medical examination or rerating, and the same thing can be repeated at the end of another fifteen years if the insured should happen to live so long. Or the policy holder can take a paid up policy which, if he lives any length of time, cuts down the cost per year, every year he lives after taking the paid up policy.

Third. In connection with this life policy a conductor can get an accident policy for \$2,000 and \$15 per week for \$15 per year, which gives the policy-holder a weekly indemnity, full face of policy case of losing hand and foot, both hands, both feet, one hand, one foot or both eyes, one-half face of policy. Now in case person is killed he gets \$4,500, at cost of \$52.33 per year. To sum the benefits up, they stand:

O. R. C.
\$2,500 in case of death or total disability, at a cost of \$38.00 per year, if it does not increase, and too many policies are not allowed to lapse.

MUTUAL RESERVE FUND
LIFE.

\$2,500 for \$37.33 per year in case of death, or at the end of fifteen years, or take a paid up policy for \$2,500, which costs nothing more if it runs 100 years.

\$2,000 accidents for \$15 per year giving \$15 per week for 52 weeks, with full face of policy in case of loss of both hands, both feet, one hand and one foot, one-half for loss of one hand or foot or both eyes.

These two policies cost \$52.33 per year, and believe anyone giving this matter much thought, would choose the two policies in preference to the Order Benefit Department, although the cost is a little more, the different benefits to be received more than over balance the difference in cost. I do not wish anyone to understand that I am trying to belittle our Benefit Department, for I am not, but I believe I can get better insurance, and I give facts and figures to substantiate my belief.

and I, as well as a great many others, are decidedly opposed to any measure being introduced into the 22d G. D., leading toward compelling all members of the Order being members of the Benefit Department.

I copy the following report, compiled from "official statistics for five years of assessment associations:" In 1887, the Mutual Benefit Department of the O. R. C., had 4,768 certificates in force, \$2,497,500 written during the year, with an expense for management of \$5,417; in 1889, they had 4,297 certificates in force, or members, \$732,500 written during the year, at an expense of management of \$9,833. Less business done in 1889, while expenses were nearly twice as much for handling the business. Perhaps there is a satisfactory explanation of this matter, but I do not know of any.

Respectfully yours in P. F.,

J. A. COURTER.

[NOTE—Year 1887 commenced August 1st, the date at which Benefit Department began to pay its own expenses, and supplies and machinery on hand are included in amount charged as expenses. Year 1889 is charged with a large amount of supplies which are still on hand.—Ed.]

COMO, Col., March 29, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO.: I see by the CONDUCTOR, No. 6, March 15, that you say the highest railroad in the United States is the Denver & Rio Grande at Marshall Pass, Colorado, 10852 feet above the level of the sea. This is a mistake. Alpine tunnel, on the Denver, Leadville & Gunnison Division of the U. P. R. R., is 11590 feet above the level of the sea, and Alma, Colorado, on the same road, is the highest incorporated town in the United States. Last Sunday I took dinner at the Telegraph mine, 14125 feet above the sea level, situated on Mt. Bross, Park county, Colorado.

Yours in P. F.,

E. E. GORDON.

A Woman as Steamboat Mate.

Helena has within its boundaries a lady, who has the distinction of being the only female steamboat pilot in the United States. She is a young married lady named Mrs. Mary Simmons. She is only 24 years of age, and has lived continuously on the river for eight years, and is perfectly acquainted with all the details of the management of steamboats. Her husband is Mr. W. W. Simmons, captain of the transfer J. F. Joy, owned

and run by the Lineham Ferry company of this place. Mrs. Simmons applied for a master's license, but, owing to a recent act of congress requiring a year's experience as mate before one was qualified as master, she was unable to procure the license. She procured her license in December, 1889, in the Galena (Ill.) district, to act as mate on steamboats and railroad transfer boats on the Mississippi river and its tributaries, on steamers of 200 tons burden or less.—*Memphis Appeal*.



COLUMBUS, Ga., April 16, 1890.

Editor Railway Conductor:

Another link has been added to the chain of perpetual friendship, at Columbus, Ga. At 3 p. m. on the 12th day of April, a special session of the Grand Division was opened with the following officers present: C. C., C. H. Wilkins; A. C. C., J. H. Latimer, Division 180; S. & T., J. T. Johnson, Division 123, S. C., A. A. Mathis, Division 218; J. C., J. C. T. Hill, Division 196; I. S. T. F. Kidwell, Division 196; O. S., P. L. Coleman, Division 98. Division being opened in regular form, the following were introduced and given the obligation and instructions in three degrees, they being signers of the application for the charter: R. H. Blandford, A. W. Hill, T. M. Deignan, T. X. Carraway, W. E. Dubose, W. H. Brittenham, N. M. Gilmore.

The following were admitted by card: E. H. Musgrove, J. R. Darden, R. B. Coleman, E. L. Persons, E. T. Davis, T. L. Gordy, J. T. Johnson.

The three degrees were then exemplified on M. S. Howard and J. B. Sullivan. Brother J. H. Latimer acting as C. C., Brother Kidwell, A. C. C., and Brother Burnett, of 148, as J. C., in conferring the degrees on J. B. Sullivan; Brother J. T. Johnson working the second and third as C. C., after which the division was constituted according to law, and the election of officers resulted as follows: C. C., J. T. Johnson, Columbus, Ga.; A. C. C., E. H. Musgrove; S. and T. R. H. Blandford, Columbus, Ga.; S. C., R. B. Coleman, J. C., E. L. Persons; I. S., A. W. Hill; O. S. J. B. Sullivan; Delegate, R. B. Coleman, Columbus, Ga.; Alternate, E. L. Persons; Division Committee, E. T. Davis, M. S. Howard and T. L. Gordy.

The name and number of the new division is Chattahoochee 71. A goodly number of Brothers from neighboring divisions were present, adding very much to the very pleasant occasion; the following divisions being represented: 98, 123, 148, 166, 180, 196. I take this opportunity of thanking all those who assisted by their presence, and especially those who so kindly and ably assisted me by filling the chairs. The superintendents and the train master of the Central road did all in

their power to enable as many of the Brothers to be present as possible, and it was fully appreciated by all, and the thanks of the meeting were expressed accordingly. Mrs. D. D. Curran, wife of the superintendent, who is a member of Division 98, presented the Brothers a beautiful basket of flowers, for which the thanks of the meeting were expressed, and many kind words were spoken of her, who by her kind action showed that she was interested in the Brothers.

After the division closed, all repaired to the Rankin House, where a bountiful repast was partaken of by the Brothers and their invited friends: after which Brother L. C. Young was made toast master, and those who know Brother Young can well be assured, that he was equal to the task imposed upon him. There were a number of toasts, two of which were to be responded to by the general manager and master of transportation, but they being unable to be present, letters were read from both. A general good time was had, and at 12:30 a. m., we parted for the night, well pleased and satisfied that all had enjoyed a very pleasant time and one long to be remembered by those in attendance.

On Sunday the 13th, a Union meeting was held, at which questions of interest to the Order were discussed; the discussion being taken part in by a large number of the Brothers present, and I believe was the means of great good to those present. At 5 p. m. the meeting closed to allow the Brothers to leave for home, and they were all earnest in the wish, that those who were instrumental in making the occasion so pleasant for them, might get their reward some time in the future. Great credit is due the Columbus Brothers for the interest taken in making the occasion so pleasant, and that they succeeded needs no assurance from me, all those who were present will testify to that fact, and will be most happy to do so.

At 7:10 a. m. on the 14th, I left via Montgomery, in care of Brother Coleman, and having to stop over from 11:30 a. m. until 7:45 p. m., I had a very pleasant visit with Brothers of 98, which is located at this point.

At 7:45 p. m. I left via L. & N. for the north, well pleased with the trip south, and firm in the belief, that another good division can be counted to the Order of Railway Conductors.

C. H. WILKINS.



WASHBURN.—The many friends of conductor W. O. Washburn, will be pained to learn of the death of his estimable wife, which occurred at her father's residence in Northfield, Vermont, on Friday, April 4th, 1890. The following preamble and resolutions were adopted by Nipissing Division No. 242, Order of Railway Conductors, of which Mr. Washburn is a member:

WHEREAS, It has pleased Almighty God, in his infinite wisdom, to remove by death the beloved wife of our esteemed and worthy Brother, W. O. Washburn; therefore be it

Resolved, That we, his Brother members of Nipissing Division No. 242, extend to him our sincere and heartfelt sympathy in this, his irreparable loss, and hope, that in Heaven he will meet the loved one gone before; further,

Resolved, That these resolutions be placed upon the records of our division, a copy sent to the bereft husband, also to the RAILWAY CONDUCTOR, and that they be published in the North Bay Times:

Committee,

HARRY HUGHES,
THOS. JACKSON,
ADAM TORRANCE.

On April 7th, 1890, Brother T. J. McCabe, while passing over his train, at Hopewell Junction, fell between the cars and was instantly killed.

The following resolutions have been adopted and are sent you for publication:

WHEREAS, Almighty God, in his infinite wisdom, has taken unto himself our highly esteemed Bro., it is befitting for us, as members of Hartford Division No. 50, O. R. C., that we should place on record our appreciation of his merits as a conductor and Brother; therefore be it

Resolved, That in the death of Brother T. J. McCabe, the deep and heartfelt sympathy of this division, go out to the bereaved widow.

Resolved, That in the death of our beloved Brother, Hartford Division loses a noble member a kind and considerate Brother.

Resolved, That in the death of our beloved Brother, the New York & New England railroad company loses a faithful conductor.

Resolved, That while words of sympathy can not assuage the deep sorrow placed upon the bereaved widow, we can only refer her to Him who doeth all things well, as her only comfort in this her sad hour of affliction.

Resolved, That our charter be draped in mourning for a period of thirty days, in memory of him who has crossed the dark valley and entered into the brighter realms of an eternal home.

Resolved, That a copy of these resolutions be sent to the grief stricken widow, under seal of the division; also, to the RAILWAY CONDUCTOR for publication, and to be spread on the minutes of this meeting.

Committee,

F. M. PLATT,
P. M. McCABE,
A. D. SIMMONS.

Harry, the only child of Brother S. F. O'Brien, who after a short illness was called to that home on high, where sin and sorrow are no more.

At the regular meeting of Huron Division No. 121, held February 16th the following resolutions were adopted:

WHEREAS, God, in his infinite wisdom, has seen fit to remove by death, from the happy home circle of our Brother, S. F. O'Brien and wife, their only child, Harrold, aged three years and six months, causing pain and sorrow to their happy home; and

WHEREAS, We bow to the will of a just God, we feel that our Brother has sustained a great loss; therefore be it

Resolved, That the heartfelt sympathy of this division be extended to Brother, S. F. O'Brien and wife, in their sorrow; and, be it further

Resolved, As a token of respect and esteem for our afflicted Brother and wife, that these resolutions be spread upon the records of this division, and a copy of the same be presented to the bereaved family and published in the RAILWAY CONDUCTOR.

Committee,

JOHN CONNORS,
M. H. MARKEY,
ED. RYAN.

FORT WAYNE, Ind., April 7, 1890.

Died, March 28, 1890, Jennie May, daughter of Clem and Sadie Logan, aged 5 years, 5 months and 8 days, at Springfield, Ill. The body was shipped to this city for burial, and was met at the Wabash depot by a large number of friends and members of Division 119, of which Brother Logan was a member.

The funeral took place Sunday, March 30, from the home of the parents of Brother Logan. The pall bearers were selected from among the little friends of the deceased, and were Stella Jackson, Clara Nufen, Madge and Jessie Williams. The floral offerings were numerous and fine: a massive floral pillow, composed of the choicest flowers, and inscribed "Our darling," was presented by relatives; a large and very beautiful wreath, the gift of Lincoln Division 206. The little body was almost hidden from view by the beautiful lillies and roses.

She was called to her Maker by that terrible disease La Grippe. She bore her sufferings triumphantly and without a murmur. The last thing she said was: "Mamma, mamma, help me to say my prayers;" and pointed her little finger heavenward, to join her Savior, of whom she talked so much.

Beyond are the sunlit leagues of sea,
And towering peaks lingering—
 sunshine kissed,
Where Heaven's light doth—
 shine eternally.

MRS. ED. ERICKSON.

MONTGOMERY, ALA., April 11, 1890.

At a regular meeting of Montgomery Division, No. 98, O. R. C., the following resolution was adopted and the following committee appointed:

WHEREAS, It has pleased the Great Conductor of all earthly concerns, Him who rules the ocean and the storm, who holds the boundless universe in his hands, to remove from amongst us in the very flush of his splendid promise, our friend and Brother, E. B. McCurdy; therefore, be it

Resolved, By Montgomery Division, No. 98, Order of Railway Conductors, that in the untimely death of Breck McCurdy, which sad event occurred in the city of Mobile on the 21st of March, 1890, this Order has suffered a loss which cannot be filled as long as he is remembered. On this occasion we gather in spirit around his honored tomb and hang upon the run the garlands of filial affection and gratitude. He was the very soul of honor and integrity, and the whole course of his magnificent young life was governed and shaped by the highest moral principles; his feelings were familiar to us, his manly breast even had a window in it for our inspection, and it never

exhibited a cowardly thought or a dishonorable sentiment. Like a bright meteor he came and went, leaving us the melancholy pleasure of endeavoring to emulate his gentle virtues, his inflexible friendship, his devotion to duty, and sublime courage, all of which we shall guard and cherish with unending affection.

In his dying moments, cruelly murdered while in the faithful discharge of his duty, conscious that the dread summons was surely and rapidly approaching, physically agonized by the tortures of the assassin's bullet, even then he fully and grandly exemplified the beauty and heroism of his strong and blameless character.

Death darkens his eye,
And unplumes his wings,
Yet his sweetest song,
Is the *last* he sings.

Resolved, That to the mother and other members of the family of our deceased Brother, we offer our deep and sincere condolence.

Resolved, That to Mr. J. I. McKinney, Superintendent L. & N. R. R., Mr. E. L. Tyler, General Manager, and Mr. L. B. McGuyre, Train Master W. R. R., for valued and unremitting attentions during the sickness and funeral obsequies of our departed Brother, we are grateful beyond the measurement of words.

G. W. ELY, } Committee.
C. W. SAYNE, }
P. L. COLEMAN, Chairman.

Letter of Condolence.

At a meeting of Union Division, No. 13, O. R. C., the following letter of condolence was ordered to be sent to Messrs. M. and J. Lordan, M. C. R. conductors, whose father, Mr. Jeremiah Lordan, died in St. Paul, the remains being taken to Port Hope for interment:

DEAR SIR AND BROTHER: If any consolation can be offered under so heavy an affliction as you have just experienced, it must come from a higher power. Your own strong sense of religion and of the duty of resignation to a power that is beyond our control, and a will that is ever beneficently directed towards our good, must uphold you in this most bitter trial. I well know how painful the well-meant, but often mistaken officiousness of friends, may be on such occasions, or we should have hastened to your assistance. The subject is painful to us, but we sincerely hope your father is in the enjoyment of an everlasting happiness, such as you could not have given to him on earth. I hope that you will support your spirit, both for your own and your family's sake, and look forward to that brighter and happier world, in which we shall go to those that cannot return to us. God comfort and console you, is the wish of Union Division, No. 13, Order of Railway Conductors.

Yours in P. F., JOHN MCKENZIE,
Secretary.

By order of Division.



Carriers of Passengers—Injury—Depot Grounds—Sunday Travel.

In an action to recover for personal injuries held,

1. That the duty of common carriers, with respect to transportation of person or property, is a duty independent of contract, arising by implication of law in the reception of person or property in due course of business.

2. When the plaintiff, a passenger, received an injury in leaving the depot grounds at her destination through the company's negligence, held, that the fact that she was traveling on Sunday, in violation of the act concerning vice and immorality (Revision New Jersey 227) did not preclude her from maintaining the action.

3. The duty of a railroad company, as a carrier of passengers, does not end when the passenger is safely carried to his destination. Safe provisions for access to and from station platforms must be provided and maintained.

4. Where a stairway leading up to the depot platform was built and kept in repair by private persons residing in the neighborhood, for their own convenience as well as that of the public, as a means of access to the depot; and where plaintiff's train reached the depot at 9:30 on a dark and stormy night, no lights in the depot, and no one to direct the passengers how to leave the platform, and the conductor volunteered no assistance, but hurried away with his train, whereby she fell over some timbers at the head of the steps and received injuries, *Held*, (a) There being no other road visible to plaintiff by which she might have left the depot she was justifiable in making the attempt. That it was immaterial at whose expense the stairway was built and kept in repair. (b) That the company was not absolved from the duty to keep this passage way reasonably safe from obstruction by the fact that it had provided another isolated passage way, which plaintiff might have taken.

Judgment affirmed.

Delaware L. & W. Ry Co., vs. Trautwein, N. Y. Ct. App. Feb. 20, 1890.

Contributory Negligence—Jumping From Moving Train—Conductor and Brakeman.

In an action against a railroad company for personal injuries consequent upon jumping from a moving train, plaintiff testified that he was standing on the rear platform of the car, when the conductor took his ticket, and that afterwards some one told him that the train would not stop at his destination, but that he must jump when the train slowed up, which he did. Both conductor and brakeman testified that they told plaintiff no such thing, and that the signal was given to stop the train, but plaintiff was found to have left the platform before the train was stopped.

Held, That the evidence is not sufficient to show that it was with the knowledge or consent of either conductor or brakeman that plaintiff jumped from the moving train, and hence no recovery could be had. Judgment reversed.

Herman vs. Chicago M. & St. P. Ry Co., Iowa S. C. Jan. 29, 1890.

NOTE:—The authorities generally hold that where a passenger is induced to leave a moving car under the direction of a conductor, and the act is one of ordinary prudence, and an injury results, the company is liable. The trial court jury believed that the conductor had ordered plaintiff to jump from the train while in motion and gave judgment. This court rules that the evidence is insufficient to carry such a verdict.

Flag—Station—Failure to Stop Train—Jumping From Train—Damages—Reversal.

Where a passenger purchased a ticket for M. station, which was a flag-station on the defendant road, and the conductor entered the car after his having gone on board, and took up his ticket, but through some inadvertence, the train failed to stop at M. station and the plaintiff jumped from the train, at his destination, but sustained no injury whatever, but brought this suit for damages. The trial court under instructions gave him a verdict for exemplary damages in the sum of \$200. On appeal

Held, That where a train fails to stop at a flag-station which is a passengers destination, and he jumps from the train, receiving no injury, he can-

not recover exemplary damages, but can recover nominal damages only, for the neglect of the conductor to stop the train at the destination named in his ticket. Judgment reversed.

Kansas City M. & B. Ry Co., vs. Fite, Miss S. C. Jan. 27, 1890.

Injury to Passenger—Sudden Starting of Train.

Where a train in charge of a conductor, stopped so short a time at a station that a passenger without bundles could scarcely get off before it started; and where a passenger incumbered with packages was found at the station to which he had bought a ticket, mortally wounded by the cars; and, where the evidence shows that no one saw him get off, but the only witness testifies that the train stopped and started so quickly that he had no time to step to the platform, before the car started, but he left it while in motion, that he was the only passenger to leave the rear car of the train,

Held, That a jury could infer that the accident was caused by the sudden starting of the train and that the deceased was on a forward car and was jerked down and dragged to his death. Judgment for plaintiff affirmed.

Flanagan vs. New York & N. H. Ry Co., N. Y. S. C Feb. 12, 1890.

NOTE:—The rule of duty upon the defendant company as to the passengers, is so plain and well settled as to need no authority. The deceased passenger was entitled to have sufficient time in which to get from the cars to the ground. The proofs show that this was not done, hence, the liability.

Railroad Companies—Regulation—Heating Cars—Legislative Powers.

In an action by the people of the state of New York against the defendant company, to recover the penalties for the violation by defendant of the statutes regulating the heating of passenger cars of steam railroads. From a ruling adversely the company appeals.

Held, 1. That under the laws of New York 1887, C. 616 as amended by laws 1888, C. 189, forbidding any steam railroad doing business in the state of New York to heat its passenger cars by any stove or furnace kept inside the car, or suspended therefrom, but providing that the act shall not apply to railroads less than 50 miles in length, applies to all railroads doing business in the state having 50 miles and upward of road in use, though not all within the state.

2. That the act being a police regulation, is not conflicting with any federal or state restrictions on the legislative power, and is valid, though the road sought to be regulated is only partly within the state.

People vs. N. Y. N. H. & H. R. Co., N. Y. S. C. Jan 24, 1890.

NOTE:—This is an important decision, upholding important legislation. It is to be hoped that other states will soon declare it unlawful for carriers of passengers to longer imperil the lives of such with the deadly car stove.

Injury to Female Passenger—Nonsuit.

When plaintiff entered defendant's train as a passenger at a station on the road; entering the car at the rear end, carrying a satchel, and walked along the aisle of the car looking for a seat, and while so walking, and looking she stumbled over two satchels, which were then in the aisle, and fell receiving the injuries sued for. The complaint alleged and the proof showed that none of the employees of the train were in the car, at the time of the accident. The car was well lighted so that a person entering the same could, by looking, see whether there were any obstacles in the aisle.

Held, That the company was not liable for the injury, and that plaintiff was properly nonsuited in the trial court.

Stimson vs. Milwaukee L. & S. & W. Ry Co., Wis. S. C. Jan. 7, 1890.

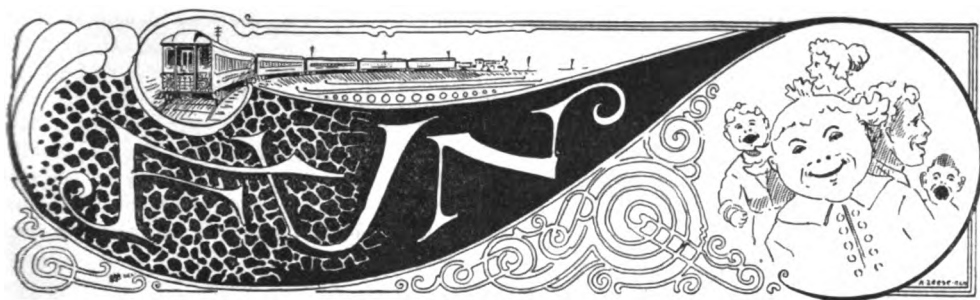
NOTE:—The duty of train servants to assist passengers to a seat in a car was discussed in this opinion, but no opinion stated as to how far that duty was made incumbent under circumstances similar to this one. It was held to be the duty of the company to keep the aisles of its cars free from obstructions, and if the employees knowingly suffer them to become obstructed with satchels or other obstructions in such a way as to endanger the safety of passengers entering or leaving such cars, it will be liable for injuries arising. But there must be reasonable evidence of such negligence, and in the absence of such in this case a nonsuit was ordered.

Contributory Negligence—Injury to Passenger.

As defendant's train was approaching a station, the name of the station was called, and the train was stopped very soon thereafter, the object being to take the side track for the passage of another train. When it stopped, plaintiff, whose destination was the station called, went out of the rear door of the car, and was descending with one foot on the first step of the car, and the other about touching the ground, when the train moved to go forward to the depot, which caused him to fall. The place of stoppage was in a cut, about 200 yards from the depot building. It was about one o'clock, p. m. All the surroundings indicated that the spot at which he attempted to leave the train was not the proper place for alighting.

Held, That the defendant was not liable for the injuries caused by the fall.

Smith vs. Georgia Pacific Ry Co., Ala. S. C. Jan. 15, 1890.



Had His Way.

A Boston journal says: "Among the passengers of the St. Louis express, yesterday, was a woman very much overdressed, accompanied by a bright looking nurse girl and a self-willed, tyrannical boy of about three years.

"The boy aroused the indignation of the passengers by his continued shrieks and kicks and screams, and his viciousness toward the patient nurse. He tore her bonnet, scratched her hands, and finally spat in her face, without a word of remonstrance from the mother.

"Whenever the nurse manifested any firmness, the mother chided her sharply.

"Finally, the mother composed herself for a nap; and about the time the boy had slapped the nurse for the fiftieth time, a wasp came sailing in, and flew on the window of the nurse's seat. The boy at once tried to catch it.

"The nurse caught his hand, and said, coaxingly:

"'Harry mustn't touch! Bug will bite Harry.'

"Harry screamed savagely, and began to kick and pound the nurse.

"The mother, without opening her eyes or lifting her head, cried out sharply;

"'Why will you tease that child so, Mary? Let him have what he wants at once.'

"'But, ma'am, it's a—'

"'Let him have it, I say.'

"Thus encouraged, Harry clutched at the wasp and caught it. The scream that followed brought tears of joy to the passengers' eyes.

"The mother again awoke.

"'Mary!' she cried, 'let him have it!'

"Mary turned in her seat and said, confusedly:

"'He's got it, ma'am.'

Get on The Platform.

Sam Jones was talking to a man of weak faith one day. The doubter asked him if he could give him a demonstration of religion.

"None," was the reply. "You must get inside the fold, and the demonstration will come of itself.

Humble yourself, have faith, and you shall know the truth."

"In other words, I must believe, accept it before it is proved, and believe it without proof."

"Now hold on right there! Out west they have a place for watering cattle. The cattle have to mount a platform to reach the troughs. As they step on a platform their weight presses a lever, and this throws the water into the troughs. They have to get on the platform through faith, and this act provides the water and leads them to it. You are like a smart steer that slips around to the barnyard and peeps in the trough, without getting on the platform. He finds the trough dry, of course, for it needs his weight on the platform to force the water up. He turns away disgusted, and tells everybody there is no water in the trough. Another steer, not so smart, but with more faith, steps on the platform. The water springs into the trough, and he marches up and drinks. That's the way with religion. You've got to get on the platform. You can't even examine it intelligently until you are on the platform. If you slide around the back way, you'll find the trough dry. But step on the platform, and the water and the faith come together—certain, sure, and abundant.—*Detroit Free Press.*

What She Wanted to Know.

A Bismarck woman was inquiring about a wreck. She had expected her husband on a train that was thrown from the bridge. The conductor did not know of a man of her name on the train, but said a man who was talking about the 'Missouri Slope' just before the accident, was killed. "How did he talk, enthusiastically or indifferently?" "Enthusiastically—very!" "O, indeed. What were his last words?" "Well, as I remember, the car was lying on top of him, and he was in an argument with another passenger, who was also about squeezed out. The last words he said, were: 'I tell you, my friend, if you say that Bismarck won't have another railroad—this—year—you—are—a—liar.' Then turning his eyes on the man who escaped he said: 'If you want that lot

you'd better close the deal quick. There will be three more roads in Bismarck this year, electric lights have been secured, water-works will be——' but he died before the sentence was finished."

"Ah, yes, 'twas he," the woman murmured in a heart broken tone, "but did he make the sale, and do you really think we will have another railroad this year?"

A Cure for Talking Barbers.

"I've the remedy for that nuisance," said a Hoboken man to a party of friends recently. United States Revenue Inspector William Wolf had joined the group, remarking that a barber had talked him into headache, and the gentleman was referring to that.

□ Of course everybody wanted to know this sovereign cure, and they eagerly asked for an explanation.

"Well," said he, "I puzzled a long time for a cure, and I finally hit upon this plan. It pays me, too. When I go in to my barber I make a bargain with him. I promise to give him an extra quarter if he does not speak once to me while shaving me. If he does speak he forfeits the quarter and has to shave me for nothing. I'm ahead of him so far, because you might as well try to stop a dog's tail from wagging, almost, as to bridle a barber's tongue. But he's rapidly getting into trim, and I suppose after a few more shaves I will have to pay half a dollar each time. He's long headed, and I've heard that he told a friend he would make me pay up for this."

A Child's Reason.

A Buffalo father was reading aloud from the paper at breakfast the other morning about the musical prodigy, Josef Hofman. When he had finished he remarked to his little daughter, who was demurely eating her hash and Johnny cake: "There, Ethel, that boy is a bright boy. Vow, why are you not as brilliant as he?" "Why, I ought not to be," said Ethel. "Ought not to be? why not?" asked her father. "Well, in the first place," said the little, with an air of much seriousness, "that boy probably had intelligent parents." The father did not pursue the subject further.

Relationship Mixed up With Marriage.

A marriage that took place at Eatonton, N. J., a few days ago, results in odd relationships indeed. The bride was Miss Ella Clayton and the groom was Albert Phillips. The bride is not quite 14 years old while the groom is 56 years. A few years ago Cyrenius Clayton, the bride's father, who was a widower, married one of Mr. Phillips'

daughters. By Mr. Clayton's daughter's marriage to his wife's father Ella Clayton becomes her father's stepmother-in-law. Mr. Phillips' daughter, who married Mr. Clayton, is also her father's stepmother-in-law. Mr. Phillips is Mr. Clayton's father-in-law and Mr. Clayton is Mr. Phillips' father-in-law. Each of the husbands is the other's son-in-law, and each woman becomes the granddaughter of herself and also her own grandmother.

"So Near and Yet so Far."

A minister in Amite county, Miss., made an address before a Sunday school, and in his address he told the children about Cain killing his brother. He told them he would ask them some questions about what he had said when he came again. A month later when he was at the same place he asked the children who killed his brother. It was some little time before he was answered, but finally one little boy said he knew, "Who?" asked the minister. "Sorghum," answered the little fellow with perfect confidence.

Something That Happened.

Foreman to Grand Jury (to witness)—"Did you say that the 'regulators' visited your house on the ——day of ——, 18——?"

Old Colored Woman—"Yes, sah, dey did, sah."

Foreman—"Well, tell us what you know about it."

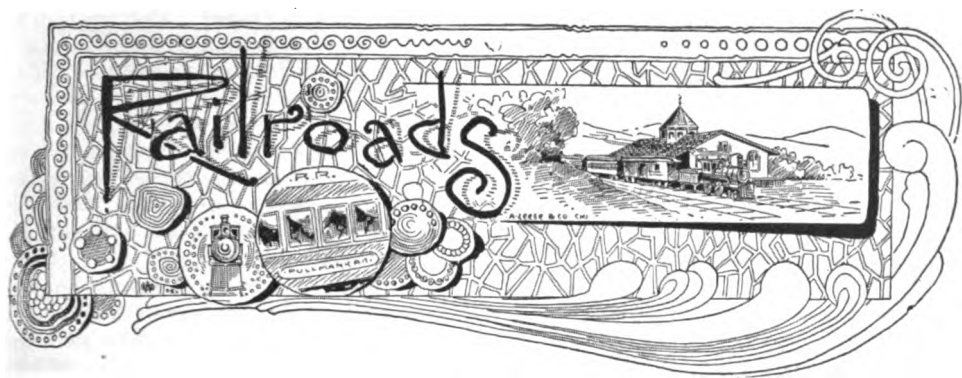
Old Colored Woman—"Well, sah, all I know is, dey cum to my house an' call fur my ole man, an' he ws'nt at home, an' I tuck de lamp an' hel' it out de do' an' dey all run away; an' I axed 'em if dey run f'om my little light, what dey gwine do when God's great light shine on 'em. Dat's whut I knows 'bout it, an' some ob dem same ones is right in dis room now."

Foreman—"That will do, auntie. You may go."

A Gritty Joke.

Customer: "I'll have some more of that brown sugar I bought last week." Grocer: "You like it then?" "Yes, and so does the canary." "Why, the bird doesn't eat sugar, does he?" "Oh, no; I use the sugar to spread in the bottom of the cage. Beach sand is a little too sharp, you know."

"Ah, Lionel, that poem is beautiful!" "Yes, Agatha, it is the crowning effort of my life." "And, Lionel—my Lionel! it will bring you fame, eternal fame, will it not?" "Yes, Agatha—and perhaps two dollars."



The Northern Pacific will begin work in May on a \$40,000 hotel at Tacoma, Washington.

A train was thrown down an embankment in Germany, April 9th, and twenty-seven workmen were injured.

The Mexican Central railway has ordered five Mason-Fairlie locomotives, with three pairs of drivers, of the Baldwin Locomotive Works.

We see, the Strong Locomotive company have decided to locate their works near North Bend, on the Ohio river, twelve miles from Cincinnati.

The new steel bridge across the Rio Grande river at Eagle Pass, Texas, was formerly opened April 12th, in the presence of over five thousand persons.

The Schenectady Locomotive Works are to build fifteen special locomotives for the limited and other passenger trains on the New York Central railroad.

James T. Hayes, treasurer of the Switchmen's Union, at Buffalo, N. Y., is reported to be short in his accounts to the tune of \$300. Bad luck for Mr. Hayes.

We notice that there has been a great increase in the earnings of the Atchison system. The new management has cut down expenses to a great extent, which of course accounts for this increase in part.

The Pennsylvania company prohibit agents of the Union News company from selling any of their wares on passenger trains except papers, magazines and books. As a result of this, all fruits, confectionary, pop corn and peanuts included, will have to go, but it will be an unlucky day for the poor newsboy when he cannot go through

every car on the train and sing out in his affected manner: "Oranges, nice Messina oranges, three for a quarter of a dollar! Fresh peaches! Nice pop corn, and peanuts just roasted."

A naptha train of 38 cars on the Trans-Caucasian railway took fire near Bielogoev station a few days ago. A terrific explosion took place in which every soul on board was killed, amounting to twenty in all.

Mr. Leland Stanford has resigned the presidency of the Southern Pacific Railway Company, but has been chosen chairman of the executive committee of the same company, and continues to be president of the Central R. R. Company.

Joseph W. Sweet, a lad of 20 years who lost an arm recently by being run over by a train on the Boston & Albany road, on which he was braking in September, 1887, entered suit against the company for damages, and last week was given a verdict for \$18,000.

A new ordinance has been passed by the city council of Chicago regulating the speed of trains within the city limits, dividing the city into three districts. In the first passenger trains are allowed to run 20 miles an hour, in the second, 25, and in the third, 30 miles an hour.

George Francis Train left Tacoma, Washington, March 18th, on his trip around the world. He expects to complete it within 60 days, but if he fails in this, as he has in many other things in his life, it will be a long time beyond 60 days when he reaches the end of his journey.

We see by a dispatch, that orders have been issued to division superintendents of the Philadelphia & Reading road to reduce expenses as much as possible, and to discharge employes wherever their services are not absolutely indispensable. It

is said that the order will result in the discharge of over 2,000 men. It is a repetition of the same old story, the poor employe gets it at every turn.

A special train on the Scioto Valley & New England road, carrying some officials of the line, recently made the run from Portsmouth, Ohio, to Columbus, a distance of 100 miles, in 2 hours and 11 minutes, including the ten stops, the actual running time being 50 miles an hour.

We see the passenger rate war still continues between the Missouri river and Colorado points, and all roads are taking a hand in it. One road carries passengers from Atchison to Denver (832 miles) for \$7.50, and all of them from the Missouri river to Colorado for the same amount of money.

The Brooks Locomotive Works, of Dunkirk, N. Y., have recently built two passenger locomotives for the Milwaukee & Northern road, and ten locomotives for the New York, Chicago & St. Louis Ry. They are also building 25 locomotives for the C. C. C. & St. L., and two for the Cincinnati, Wabash & Michigan.

The American Supply Company, of Kansas City, Mo., report a few of their sales as follows: Ten cars black powder for railroad works in Utah; twenty box cars, ten flat cars, ten gondolas, to the New Orleans & Northeastern R. R.; 1,000 tons rails and fastenings, to the Fort Smith & Texarkana railroad; 400 tons rails and fastenings for Augusta, Ga.

The New York Central road has ordered 2,000 box cars, thirty-four feet long, from the Michigan Car Co. of Detroit, and 1,000 cars from the Buffalo Car Manufacturing Co. In addition to this the company will build 3,000 cars at their West Albany shops. They will all be equipped with the Westinghouse brake, 3,000 with the Gould coupler and 3,000 with the Dowling coupler.

The Westinghouse Air Brake company have decided to give their employes a chance to provide homes for themselves, having purchased a tract of land for this purpose at Wilmerding, Pa., where the new shops are located. They will sell to any of their employes a lot with house upon it at its actual cost price, payable in monthly installments during the next ten years.

The Baldwin Locomotive Works are just completing 15 engines which are among the heaviest in the country. The cylinders of these engines are 20 inches in diameter, with 24 inch stroke; the driving wheels 5 feet in diameter; the boilers 65

inches in diameter of barrel. They are built for the Philadelphia & Reading railroad, and are intended to run on fast freight runs; so says the *Railway and Engineer's Journal*.

The court of appeals of New York has sustained the decision of the lower court which gave damages to three conductors of the Rome, Watertown & Ogdensburg railway company. It seems that these conductors were discharged in the old customary way on the evidence of spotters who were in the employ of the company, and they brought suit against the road to recover back pay which had been withheld.

We notice that some of the gentlemanly general passenger agents, who met in the City of Mexico a few days ago, attended a bull fight. It is not long since that a party of railway conductors took a trip to this same city; they were invited to and accepted the invitation to witness one of the same performances. So since the conductors and the general passenger agents have both learned to fight their way through this world, we shall soon expect that there will be a union formed between the general passenger agents and conductors, that will bring this great art to perfection.

The Great Northern railway, we learn, has succeeded in breaking up a gang of freight thieves at St. Paul, Minn. We have heard of, and read a great deal in our life, of gangs of passenger thieves, but this is about the first instance where we have known of a gang of freight thieves being broken up. There must be something wrong with these freight men; they must have had some excellent trains, at least better than we had when we run a freight. But, boys, you must take your chances with the rest, the bitter with the sweet,

We see that Mr. W. R. Woodward has resigned his position as general superintendent of the Louisville, New Albany & Chicago railway, and has been appointed general manager of the Louisville & Southern company, which has heretofore been operated by the L. N. A. & C., under a lease. Mr. Woodward has been general superintendent of the Monon road for five years. He has been many years in the railway service, a long time with the Hannibal & St. Joseph, having commenced his railway work as telegraph operator. He was at one time division superintendent of the Missouri Pacific, also assistant general superintendent of the same road, general superintendent of the Missouri Pacific & Texas, also the Ohio & Mississippi, and general manager of the Texas & Pacific.

The Union Pacific Railway has intimated its intention of having a large amount of additional mileage in Washington and Oregon, to the amount of about 3,000 miles. One of the most important extensions in view is that from Portland to Tacoma and other points on Puget Sound, which indicates that they intend to be strong competitors of the Northern Pacific in a territory in which the latter has at the present time almost undisputed sway.

* *

We notice that Senator Cullom has introduced a bill to amend Section 12 of the Interstate Commerce Act, so as to provide that the commission shall have authority to inquire into the management of the business of all common carriers, so that it can keep itself informed as to the method in which the same is conducted. If this bill should pass it undoubtedly would be a great help to all that class of persons who are disposed to know all about "the other fellow's" business.

* *

A car in a Chicago, Burlington & Quincy freight train got afire at a point four miles east of Corning, Iowa; the contents were packed with hay, consequently the flames spread rapidly. The engineer pulled for Corning with all possible speed, the car being a running sheet of flames before that place was reached; it was run under a water tank, and with the aid of the fire companies it was extinguished before the flames were communicated to the rest of the train, but unluckily, there was not much left of the car.

* *

There was a report circulated some days ago that Mr. Henry B. Stone would retire from the position of Vice President of the Chicago, Burlington & Quincy Railway system, and would be succeeded by Mr. George Harris, of the Burlington & Northern. From all that we can learn, this at the present time would seem to be merely a canard, and we hardly think the C. B. & Q. would be willing to part with Mr. Stone, more especially as that system is apparently doing more business to-day than ever before in its history.

* *

The Strong Locomotive Company, recently incorporated in Ohio, has received a flattering offer to locate its works at Springfield, in that state; the citizens of that thriving city propose to donate the immense works heretofore used for the manufacture of the Champion reaper and mower, controlled by Wm. M. Whitely. The Whitely Company failed some time ago, and the great shops, which cover forty acres of ground, are now idle. The offer is equivalent to a bonus of one million dollars.

Cutting rates appear to be the order of the day on all railway systems between Chicago and the Missouri river and also points in Colorado. We notice lately a rate of \$5 to Kansas City, for 480 miles; to Denver, \$15, 1,062 miles; to San Francisco, \$40, 2,657 miles; to Los Angeles, \$40, 2,712 miles. Being all the way from 1 cent to 1½ cents per mile. It is true that the public will undoubtedly be very much pleased with this state of things, but it appears to us that it is and will be a losing game on the part of different lines of leading railways.

* *

We see from late dispatches that Mr. John B. Carson has retired from the position of Vice President and General Manager of the Louisville, New Albany & Chicago Railway, to which he was appointed in 1884. Prior to this date he was connected with the Hannibal & St. Joseph Railway, six years as General Manager and one year as Vice President. From 1866 to 1873 he was General Freight Agent of the Toledo, Wabash & Western Railway; from 1873 to 1878 General Manager of the Blue Line. Mr. Carson is President of the Chicago & Western Indiana Railway of Chicago.

* *

Great improvements are being made on the Philadelphia & Reading sea shore line, in anticipations of a great increase in travel to that favorite watering place, Atlantic City. The road has been double-tracked over the entire distance from Philadelphia to the sea shore with 76-pound steel rails. They have a new depot in Atlantic City which is said to be the finest railway structure on the coast; it is 550 feet long, with a frontage of 300 feet on Atlantic avenue; the train sheds being 450 feet long, with room for six tracks, and between these are platforms twenty-five feet wide. The beautiful waiting rooms are finished in oak, with mahogany furnishings, and rich curtains.

* *

The Michigan Central will put on a new limited vestibuled train to run between New York and Chicago. It is intended to be the fastest train in the world, the running time between the two stations being 23 hours. The Wagner Palace Car company are building the new cars for it. The *Detroit Tribune* says this train will carry no coaches, will have a combination baggage car and smoking car next to the locomotive; next comes another combination car containing bath room, tonsorial rooms, and an extensive library well stored with elegant books, also an elegant drawing room fitted up in oriental style; adjoining this will be another car which will be taken up with a cafe, dining saloon, etc. Sleeping cars make up the rest of the train.

The Rio Grande Railway on March 13th, had 250 snow shovelers at work upon a snow blockade across the San Juan Range, on the east side of the divide. The snow is reported to have been sixty feet above the top of telegraph poles, and for miles on each side it was from twenty-five to forty feet deep, being the deepest ever known in this part of the country. The weather is very severe, the temperature being twenty-two degrees below zero. This is the third time the pass has been snowed up this winter. It seems to be almost certain that the Rio Grande has not made much money off from this portion of their road the past winter.

* *

We notice that Mr. Leland Stanford retires from the presidency of the Southern Pacific Railway Company, and is succeeded by Mr. C. P. Huntington. For twenty-five years Mr. Stanford has been at the head of this vast enterprise, represented by the Central and Southern Pacific companies, and the growth of these two great systems of railways attests to his ability, as they now comprise something over 6,000 miles, and it certainly is a great credit to the perseverance of this gentleman. Mr. Charles Crocker, Mr. Charles P. Hunt, and Mr. Mark Hopkins have also been associated with him, although Mr. Hopkins died many years ago. Others have also passed away, leaving Mr. Stanford, at the age of 66 years, almost alone.

* *

Mr. C. L. Nicholls has resigned his position as superintendent of the Kansas City division of the A. T. & S. F., having been with this system since 1880. We have known Mr. N. for many years, when he was poor like ourselves, was only a telegraph operator on the C. B. & Q. We have this to say about him, having been personally acquainted with him, that he is a fine gentleman and a practical railroad man, and whoever is fortunate enough to secure his services in almost any branch of the business pertaining to railway service, will not only be glad that they have been able to secure such a man, but the employees who are under him will find that while he is willing at all times to work for the best interests of the company that has engaged his services, he will always be a friend to them.

* *

Mr. Wm. F. Black, who takes the place vacated by Mr. John B. Carson, as General Manager of the Louisville, New Albany & Chicago R'y, has been Superintendent of the Jeffersonville, Madison & Indianapolis road, of the Pennsylvania system, having been with them since 1885. This gentleman is only 36 years of age. He began his railway work in 1867, and has been

Pennsylvania road ever since. His first position was as telegraph operator on the Pittsburgh, Cincinnati & St. Louis R'y; he held that position for four years. He was then for ten years private secretary to the general manager of the P. C. & St. L. In 1881, was appointed Superintendent of the Cincinnati & Muskingum Valley railway, retiring from that position in 1885 to become Superintendent of the Jeffersonville, Madison & Indianapolis Railway.

* *

The United States Express Company have informed their route agents, and also the officers of their company, that on and after a certain time a reduction will be made of from 10 to 20 per cent. their salaries. General Manager C. H. Crosby, has given his reasons for same in the Chicago Tribune. The first is the cost of transportation, railroads now demanding nearly double what they did years ago, and the competition which fast freight lines have brought about, has affected them, and as the railroads will not give them any more advantageous rates than they do, they are compelled to reduce the salaries of their employees. If these are the true and only reasons for the reduction of the salaries of these men, there might be a show of reason in it, but it may be a fact that the United States Express Company in order to do a large amount of business have, as it were, almost forced themselves onto many a road (perhaps a new one) where there would be but little money to the express company for the work done if they should receive twice the sum they now do for carrying freight. It is not always a good thing for a company to be doing a large amount of business at a small profit, and when they can do a large amount of business with no profit at all, it would look to the average man as if there might be some fault in the management of that company. But, whatever the true reason may be, it appears that the poor employee, who works from ten to twelve hours a day, probably averaging a ride of 130 miles, being in charge of thousands of dollars worth of property and money, at a salary of \$60 to \$90, perhaps at the most \$100 per month, must bear all the discomfort of the reduction. The good Lord knows it is small enough now, and whether this great company will receive any material benefit, even if the men accept the reduction, is a very deep question to the ordinary man. Would it not be better for the company to do a little less business and receive more for it, and in this manner be able to deal justly and honorably with their men so that they can always have good ones in their employ, that their business may be done in a manner that is not only satisfactory to themselves, but to the public as well? According to our mind, this is a question well worth looking into.

The Central R. R. of Georgia has contracted with the Safety Car Heating & Lighting Company for lighting its cars with the Pintsch system.

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The Lehigh Valley road is having ten new parlor coaches, with twenty-seven chairs, each built at the South Easton shops. They will be sixty feet in length, with a smoking room in one end which will accommodate ten persons.

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The poor Italian laborer of the Long Island road is to go, or at least must keep out of the passenger coaches and is only allowed to ride in smoking cars. This is sad for the poor Italian, but very comfortable for the balance of the passengers.

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There is a ticket scalper in the country who pronounces the Interstate Commerce law a failure. This is a sad thing to say, and if the Interstate Commerce law is any more of a failure than the ticket scalper, our opinion is that there is one thing that is very certain—honors are easy, to say the least.

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We note the fact that the C., B. & Q. has just issued its 36th annual report. Its gross earnings during the year 1889 amounted to \$26,778,312; its operating expenses amounted to \$16,569,314; the capital stock of the company is \$76,394,505; the total number of miles operated by the company is 5,141. In addition to the mileage operated by the C., B. & Q., this company controls 1,379 miles of road, giving the Burlington system a total of 6,520 miles.

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We notice from an exchange that eight passenger conductors on the Cincinnati, New Orleans & Texas Pacific Railway have been discharged as a result of the work of detectives. We know nothing of the facts of the case; have no evidence whether the conductors should have been discharged or not, but the end reminds us of a small boy who uses the toy pistol on the Fourth of July, the results are always the same, the conductor gets discharged and the detective retains his position.

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Mr. John Van Nortwick, who for several years was president of the Chicago, Burlington & Quincy Railway, died at his home in Batavia, Ill., April 15th, at the age of 81 years. A civil engineer by profession, he was chosen engineer during the construction of the old Galena & Chicago road, now a portion of the Chicago & Northwestern. After this he became consulting engineer of the C., B. & Q., and was for eight years president of that company. We remember this kind old gen-

tleman as he appeared to us over thirty years ago; kind hearted, and always a pleasure for any of his acquaintances—it made no matter whether they were enrolled among the officers of the company or as employees—to meet him, and it always seemed a pleasure to him at all times to meet any of them, for he counted them all as his friends. He has lived to a ripe old age, and died (we are confident) having the respect of all persons with whom he came in contact.

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We have been very much amused during the past year at the signatures of prominent gentlemen which have appeared in the pages of that first class periodical, the *Railway Age*. We have examined them with a great deal of pleasure, perhaps with no small amount of profit, and have received a great degree of satisfaction from looking at them. It is said, that misery loves company, and as we cannot read our own writing after we have jotted down the words, it is very consoling to us when we see the signatures of these elegant gentlemen to know that we cannot even read them.

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The following circular has been issued by General Manager J. W. Hobart, of the Central Vermont Ry, under date of April 21st, 1890.

TO CONDUCTORS:

On presentation of proper credentials, you will pass Delegates and their wives over roads under this management when traveling to and from the twenty-second annual session of the Grand Division of the Order of Railway Conductors, to be held at Rochester, N. Y., May 13, 1890.

You will also pass upon similar credentials, Delegates and their wives when traveling to and from the annual meeting of the Train Despatchers Association of America, to be held at St. Louis, Mo., June 10, 1890.

Conditions Contrasted.

The report of Carroll D. Wright, commissioner of labor, on foreign and domestic railway affairs, has already been published in the *Democrat and Chronicle*. A feature of special interest was that referring to the wages of railway employees. In order that it may be more clearly understood, we reproduce it in tabulated form. The average daily rates of pay and yearly earnings in Great Britain and the United States are given as follows:

Class of Employees.	Great Britain.	United States
Engineers, per day.....	\$ 1.46	\$ 3.22
Firemen, per day.....	91	1.79½
Conductors, per day.....	97	2.63
Switchmen, per day.....	85	1.50½
Flagmen, per day.....	81	1.13
Engineers, yearly earnings...	457.00	1,007.00
Firemen, yearly earnings...	285.00	562.00
Conductors, yearly earnings..	304.00	824.00
Switchmen, yearly earnings..	266.00	471.00
Flagman, yearly earnings....	254.00	354.00

—Rochester Democrat and Chronicle.



E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 10 Public Square, Cleveland, O.

We are again compelled to apologize for THE CONDUCTOR, as our illness still keeps us confined to the house, and we are unable to give our personal attention to all matters in relation to the publication of this issue. Shall do all that can be done at home to make a readable number, but we are not satisfied, and feel that many of our readers will be disappointed with it. As soon as health will permit, we shall make extraordinary efforts to fulfill the promise made in our last issue and do what can be done to make amends for failures in this and the last number.

"CAPITAL VERSUS LABOR."

It is the same old story, the same old discordant notes which have been rung on the bells of time for many a year. But notwithstanding all this, and also admitting that the subject may seem a trifle threadbare, it may even be obnoxious to the ears of many who are not directly (or perhaps indirectly) affected by the results of the settlement of so vexatious a question, still it is today the one that affects the prosperity of this country more than any, yea perhaps more than all others combined. It asks for a solution at the hands of every business man in the land. It knocks for an answer at the threshold of every industry in this country. It appeals in earnest tones and solemn entreaty, in language too plain and imparative to be misunderstood, at the humble cottage door of every honest and honorable laboring man in America. What will be the end of all this dread uncertainty? It will not do for us to fold our arms and content ourselves with the thought, that time alone will work out all things for our good. For if we be content with this the seeds of discontent will ere long have become so prevalent that anarchy, nihilism, and all the lesser elements will have exerted their power in a manner that will be very hard to overcome. The laboring classes have waited impatiently for many long years anticipating and hoping that among the great and master minds of our eminent statesmen, some plan would be devised that might in the near future remedy this evil and relieve the doubt and uncertainty that

now exists. But so far they have waited, and are waiting still. Weightier and more essential matters (to them—our statesmen) have claimed their attention—the "Interstate Commerce Bill," "High or Low Tariff," whether a criminal who is to be executed shall satisfy the demands of the law by means of a rope around his neck, or be provided with a pair of electrical slippers for the occasion, whether this and that city shall be provided with a costly building at government expense but paid for by the tax payers of this country. So this branch of the service has its time taken up in looking after the interests of state and nation, while the interest and welfare of the man who labors ten hours or more each day for a pittance that is barely enough to keep soul and body together with nothing laid up for a rainy day, is left to his own fate, except, perhaps once in a while when his vote is sadly needed, when beautiful promises come second handed in great profusion. There are also a host of industries that are affected in no uncertain way that bear their proportion of the loss which this unsettled condition of affairs so often brings about, because capital and labor are at variance. So we have looked in vain for some "Nemesis" to wave the wand of a happy future, but no "Nemesis" has yet appeared. We have watched for a "Moses" to appear to guide the children of toil to a happier state of existence, but no "Moses" has thus far put in an appearance. But in place of this we find in the hearts of a large class of the laboring men a deep-rooted feeling of unrest, disappointment and dissatisfaction. So we go on from day to day, from year to year, the problem unsolved, the great question unsettled. Even the author of "Looking Backward," gifted as he is, and in his dreams of years to come he fancies the ills of the labor question will all be settled, seems a little undecided whether the success will be as great as the dream was beautiful. One thing is certain, before the end is reached, before this question is settled, there must be something done besides idle dreaming or resting on the assurance of the oft repeated tale. "Time will remedy all defects."

Thus far we have spoken of these matters in a

general way. To give a remedy, or propose a cure for the ills that afflict this country to-day in every branch of the labor service would be a task that no one would dare to undertake, no matter how wise he might feel or how willing he might be to make the attempt. But we will in our humble manner give a few thoughts which we honestly believe if carried into effect by those interested, would in a short time do much toward mitigating the troubles that environ the great question, "Capital versus Labor," at the present time.

In days gone by, capital has, as a general thing, united all its energies. In many cases where great efforts were necessary to carry forward to a successful issue the improvements of this age, thereby insuring the success of these gigantic undertakings, this has been necessary. No one man is apt to risk his all in any branch of business that may seem at all venturesome, and on this account A, B and C put in their share, and the work goes forward under the name of a firm or corporation. Then assessments are paid in from time to time. Cotton and woolen mills have been built, and other factories put in successful operation. Railroads have been built, etc., etc., and at all times, whether this capital was furnished by one man or a thousand different ones, the same result has followed. The rule has been that capital has been united and has in nearly every case been a source of revenue to the men of capital with nothing of pecuniary advantage left for the laborer. While on the other hand the laboring man, or at least the poor man, with no means at his command to mass his energies with those of his co-laborer towards preventing any encroachments by united capital and a dishonest desire and purpose on the part of united capitalization, awakes to the important discovery, that he is the loser at every turn of the wheel, and at every figure where the dial stops is written the same letters, CAPITAL, and as usual the poor laborer gets left—so far in the play have been unorganized. Capital (so the poor man finds out) has not only been well and judiciously organized, but has also become tyrannical, abusive and unjust. And at this time, at this very day and hour, had the combined wealth of this country, or rather the possessors of this wealth, been wise enough to have felt strong instead of weak, wise instead of foolish, willing to "live and let live," could they have been impressed with the truth of the saying that, "the laborer is worthy of his hire," the sad spectacle that is confronting the people of this country to-day of hundreds of our industries either closed entirely or running on half-time and little pay, would have been averted. But alas, and also unhappily for both sides, they failed to learn a very important lesson at a time when the primary

branches of the labor enigma were being taught in ever school district in America. And whether wisely or unwisely they find themselves confronted at this time with a danger they at that time so little anticipated—a combination of laborers and working men which far outnumbers the gentlemen who control the monied interests of this country. And the great lever at their command to-day is the fact that whenever an honest ballot shall take the place of that which was once bought and sold to the highest bidder, the poor man who has not a dollar in the world, the one who is never for sale at any price, the one who is willing to work at all times and all that he desires is a fair recompense for his work, will step up to the polls and deposit his vote, and it will count just the same as the one placed there by the millionaire.

Do not tell me that the larger portion of this laboring class are anarchists, nihilists, etc., are even in sympathy with this class of people. Human beings who are ripe for a division of the prosperity of this world which has been accumulated by those who have worked hard with brain and muscle to bring this state of affairs into existence, while the party first mentioned have remained in idleness. For there is no anarchy or nihilism in Americanism, and if there be in any other ism, drive all who have come here holding these views from our shores as swiftly as they came here, and see that no more ever land in this free America.

So today we are confronted with a question, and a matter of fact that is very essential to the health and prosperity of the entire country. There was a time when the agents of capital could have met the man who for years has been poorly paid. They could have consulted together, and in doing this the poor man would, or at least might have thought that their interests were identical, and although he received but a trifle more from time to time, his manhood would not have been sat upon. Not a dollar of money would have gone out of use, neither out of existence. The rich man might have been worth a few paltry dollars less than he is today (although we very much doubt even this theory), but the poor man would have been satisfied, because good treatment bringeth satisfaction, and capital and labor might today be walking hand in hand, each respected by the other. But, alas! alas! Riches and prosperity are never afraid until their interests are assailed. That hour it seems to us is fast approaching, unless, perhaps, it has already come.

AND NOW FOR THE REMEDY.

The great question to us as conductors, is this: Is there a remedy? And if so, where can it be found? If the gentlemen who are in power, those who control the railway interests of this country, those who have their capital centered in this in-

dustry, together with those who deal directly with the men employed, are anxious to see a general settlement of this vexatious question effected, it can can very easily be done, (and this applies to other branches of the service as well as to ours). The plan is very plain and simple. It will take but little time to set the ball in motion that will soon bring this dissatisfied feeling to an end. First—employ none but competent, faithful and honorable men. Consult their interests in what pertains to their personal welfare, as if their labor was a part of your capital if you have any in your employ that are not receiving wages enough so that by a careful use of the same they can live comfortably, and at the commencement of the journey of life that goes down the grade when too feeble to work, a little left to keep the wolf from the door, see to it at all times that this be your standard of dealing with such men, and that this law, or practice is lived up to at all times. Let them see that you are interested in their welfare. Do not shun them if they (by chance) might feel that they were members of your business family. Quickly right the wrongs inflicted upon them by injudicious persons. Listen to their complaints. Investigate the matter, and if they are worthy see that justice is done them. Weed out the unworthy until they reform. Pay them wages due them that will be commensurate with what all honorable business men pay in other branches of business that require the same tact and judgment, the same intellect and strength of mind and purpose in a business more dangerous than any that I could quote in comparison. Give this a trial just once, and see what the result will be. It will be no more expensive in the end. It may be far less so, while there will be one thing that will be a certainty—The right will then be on your side, public opinion will then be with you, there will be no danger of labor troubles or strikes, your men will naturally feel that they are human beings; and there is but one shadow of a doubt on earth that this would not settle this question inside of six months, and that is that you will fail, utterly fail to try it. We may be mistaken in our views. But really we firmly believe, and honestly, too, that we know just what we are talking about, for if we did not we would never have said one word on this subject. It will come to this in the near future in every legitimate business in this country. It will not be what the agitator may chance to imagine he can get, nor the soulless man of wealth, nor the dispenser of the finances of any corporation may be able to make his employes satisfied with, but the result of the unbiased judgment of the rational, honorable members of a corporation acting in unison with its employes, where right and justice is the arbitrator at all times and in all places.

== MENTIONS ==

Secretary B. F. Blythe, would like to hear of, or from, T. W. Berry, formerly a member of Division 60, Sedalia, Mo.

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The requests upon the office of the Grand Secretary for "Credentials" indicate a large attendance at the session of the Grand Division in Rochester.

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For the information of those who wish to go to Rochester on the special train via Chicago & Atlantic; N. Y. P. & O., and the Buffalo, Rochester & Pittsburgh Ry's, Bro. Ayers will be at Dearborn station, Chicago, Sunday a. m. May 11th, to assign sleeping car berths.

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Brother C. A. Millard, train master of the Pacific Short Line, at South Sioux City, Nebraska, reports fine progress in the construction of that line. They have over 30 miles of track laid, and are laying at the rate of two miles per day.

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In addition to the arrangements for transportation as given in the circular the East Tennessee, Virginia & Georgia Ry, will issue passes for delegates and their wives on request of officers of the road on which the delegate is employed. The Georgia Ry will pass members of the Order on presentation of their credentials.

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If every member of the Order, who intends to go to Rochester, via C. & At., N. Y. P. & O. and B. R. & P. Ry's will send their address to Brother O. H. Ayers, 276 Michigan Ave., Chicago, they will be provided with a special ticket for that trip. Please be quick, as time is short. You will also need request for transportation over C. & At. N. Y. P. & O. and B. R. & P. Ry's. Please provide yourselves with these requests.

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We call the attention of our subscribers to the ad of the Cactus Blood Cure, on page 3. The name having been changed from Alva's Brazilian Blood Specific. It is strongly endorsed by members of Division 159, Order of Railway Conductors, city of Mexico, and also by members of the Brotherhood of Locomotive Engineers, and perhaps among the endorsers you may find the names of old companions who are now in Mexico. Bro. H. H. Moran, an old conductor, is interested in the company, and we wish them the success that a remedy so strongly endorsed, deserves.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., MAY 15, 1890.

NO. 10.

A TRUE STORY.

"Is Mr. Sanders in?" inquired a well-dressed and fashionable young man of somewhere about thirty years of age, as he met the porter of the general manager of one of our western railways, at the outer door of his elegant office, a few years ago.

"He is, sir," was the quick reply.

"Will you hand this note to him?"

The faithful colored man, who had been in the service of the company for many years, took the envelope, little dreaming what the contents might be (although it was none of his business.) Still, had he known, his steps might not have been quite so nimble. He opened the door to the general office and passing through another, appeared at the desk of Mr. Sanders, who sat in his private office busily engaged in looking over some papers which appeared to be of great importance. He looked up as Robert entered and kindly said :

"A note for me, Rob?"

"Yes, sir, and the gentleman is waiting outside for an answer."

Mr. Sanders broke the seal, took out the letter and read, (not aloud but to himself):

"MR. G. P. SANDERS, Gen. Manager T. P. & S. R'y.

DEAR SIR—This will be presented to you by Mr. H. L. Sykes, one of our most trusted and efficient men. Any business that you may have to entrust to him will receive prompt attention. You asked us to be particular in sending you a man who would be strictly honorable in every particular, and we can thoroughly vouch for this in the person of Mr. Sykes. Should it be found necessary to have the service of one or more in addition, it will be a pleasure to us to serve you to the best of our ability. Resp'y yours,

ADAM GILCHRIST,

Manager Arion Detective Agency."

"Robert, you may tell the gentleman to come in, and also say to Mr. Cummings that he will admit no one until he receives orders from me to do so."

After passing out of the private office, Robert delivered the message to Mr. Cummings, (the private secretary), and then bade Mr. Sykes to enter the office of the general manager.

As Mr. Sykes approached that gentleman's desk he made a courteous bow to the officer, remarking as he did so :

"This is Mr. Sanders, I believe."

"Yes sir," was the reply. "And this is Mr. Sykes, I presume?"

That gentleman nodded an assent and was requested to take a chair. Taking a chair opposite Mr. Sanders the two sat there for a moment, evidently bent on forming an opinion of each other as best they could without letting each other know that this was the object they sought. Finally Mr. Sanders said :

"Mr. Sykes, you are connected with the Arion Detective Agency, I believe."

"I am sir," was the ready reply.

"How long have you been in the service of this agency?"

"For the past five years," was answered.

"Have you ever been engaged in any work pertaining to our branch of business; or, in other words, have you been in active duty in ferreting out any discrepancies that there may have been in the business transactions of the conductors on any line of railway?"

At this the eyes of Mr. Sykes seemed to glisten with delight, as he quickly answered.

"I have, sir; that has been the special branch of business to which I have been assigned for the last four years by the manager of our agency. And it may seem to you, being a stranger, a little egotistic-

al for me to say this; yet I am proud to say that I have been very successful in this branch so far, and have never failed to make out a case where I have had the entire charge."

The General Manager made no reply, but notwithstanding the fact, that in his opinion, he was about to entrust very important business to this gentleman, it dawned upon his imagination that it was certainly a little curious that Mr. Sykes had never failed to meet with success in every case that he had undertaken, for if this be true, then there must most assuredly be all the more necessity of carrying out his determination in regard to purifying the service which they were receiving from their employes.

"Am I to understand from your remarks," asked Mr. Sanders, "that you are of opinion that you can make a case against all whom you are ordered to watch? "Are there, in your opinion, no exceptions?"

"As far as my experience goes," remarked Mr. Sykes, "I am compelled to say there are no exceptions."

As the speaker said this, Mr. Sanders eyed his visitor very closely, and was somewhat surprised to see that seemingly he had trained himself to deliver this speech to fit all occasions, for not a moment's time elapsed before every answer was given.

"I am about to pursue a course," said the General Manager, "that to me is very obnoxious. It is a policy that has been framed by those who have the power to do so, and I have been directed to see that it is put in force. It has been reported that one of our oldest and most trusted employes has been in the habit of taking money that he should turn over to the company. And the management have determined to ascertain the facts of the case, no matter how much it may cost. There are also others who are suspected, but to this one our attention will first be given."

"Is it one of your conductors?" asked the wily detective.

"It is."

"I suspected as much," was the answer.

Yes, he suspected as much—perfectly natural conclusion—for it was not only his business to suspect as much, but also a great deal more. And it is also true, in a great many cases, that a case well and thoroughly suspicioned is, many times at least, half won. And Mr. Sykes was well

aware of this fact and had always acted on this plan of operations. For it was true in many instances in his line of business that the suspicions that had been presented to him by the officers of the different companies who had employed him, coupled with his own, had done more toward making out a case (as he termed it) than all the proof that he could possibly find. And no one in the world was any better aware of this fact than Mr. Sykes, the noted detective of the Arion Agency.

"And now," said Mr. Sanders, "you are not expected to manufacture evidence to prove that this conductor is guilty of defrauding this company. You are not to take the evidence or testimony of any other person, unless it be some one that is in charge of this case in connection with yourself. And all reports must be made to me in person and to no one else, with the exception of what you are compelled to make to the chief officer of your agency."

Taking up a sheet of paper, the general manager penned the following lines:

"G. B. Shepherd, Gen. Passenger and Ticket Agent T. P. & S. R'y: Sir—You will furnish the bearer, Mr., with transportation over all lines of this road for the next ninety days, and charge the same on your books to account "Special Service." G. P. Sanders, General Manager."

Placing this in an envelope marked "personal" he handed it to Mr. Sykes, saying, as he touched the button that sounded the signal for the porter's return:

"My servant will show you into the office of our general passenger and ticket agent, who will give you any information that you may desire regarding the rules of the company to their conductors, the manner of making out their reports, and the name of the one you are to watch. He will also supply you with a number of tally sheets used on his division and all transportation which you may need. Of course you will be your own judge of the proper course to pursue in the work which is placed in your charge. But of one thing I wish you to be sure and use great care. I do not wish you to bring to this office any information which is based on suspicion or conjecture, for no one in our employ will be allowed to suffer in any way except it be upon proof of the most positive character; beyond the possibility of a single doubt."

After this Mr. Sykes bade the officer good day, and repaired to the office of the general passenger and ticket agent, in charge of Robert, the faithful. After this duty had been attended to, Robert returned to the little room which was used for those who sat in waiting till their turn might come to have a hearing, and seating himself in an easy chair, held the following conversation with himself:

"Something done goin' wrong here suah. Dat fellow ain't no honest business man. Dem eyes look ebery where in a minute. Fust wid de general manager, den de general ticket agent. No use under de heb-bins for dat fellow. Suthin' wrong, you bet; can't fool me. Dis darkey railroaded too many years to hab de wool pulled ober his eyes." And he rubbed them with a degree of satisfaction that was plainly visible. "I'll fool dat feller yet, or else my name aint Robert Washington Perkins." Then opening the door he stepped out in the spacious hall, and standing up against the wall, seemingly deeply interested in his own thoughts, waited for something to turn up. "Guess I'll take a little hand in de business myself. Les' see; tall'r sheets, transportation, eberyting else you need. Dat's it."

Just then a gentleman came up the stairway and was passing along on the other side of the hall, carrying a little red box in one hand. His clothes, of darkest blue, were covered with dust and his tired countenance told too well of a hard night's work.

"Good mornin', Mr. Chambers," said Robert, and bending his finger in a curious shape, as if to say, just a moment, then added in a whisper: "Go put up your box, den stan' in de hall kinder keerless by de side ob de general ticket agent's door, an' watch dat feller dat comes out de door. Don't neber forgit nor eber ask any questions. Don't tell enybody, but keep your eye peeled. Good-day, sir."

And Robert returned to his waiting room once more to attend to any calls that might be made. While sitting there he soliloquized as follows:

"Curous tings goin' on nowdays. Suthin' cum cross Mr. Sanders lately; didn't use to do no such tings. Don't like de 'pearance ob dat chap dat war in der fo' tree hours today. *Black man mighty* unsartin: dat feller *more so*. An' I hope de Good Massa will forgib dis poor nigger for tellin' dat conductor to kep his eye peeled for dat

chap. I didn't tell him to say anyting to de res' 'bout it. But let him 'lone for dat; mighty fine man, him; he has worked for dis company goin' on twenty yea's to my pus'nal knowledge, an' der am no snide, two-faced chap goin' to scrape up a lot ob lies an' mark 'em down on a tall'r sheet agin' him ef I can help it, as long as my name is Robert Washington Perkins, Esq. Guess Mr. Sanders 'smised he had done got tro' talkin', for he rung de bell for dis culled gem'm. I see dat blink-eyed chap looked at dis frame as ef he would like to clim' up on top of it once. O, Lord, how I wish he hed felt de notion hard 'nough to hab sailed in. He would nebber be boddered wid any of Mr. Shepherd's taller sheets nor any means fer transportin' hisself ober de line ob de T. P. & S. Seen too many ob dem fellers gittin' up to git a drink at 2 o'clock in de mornin' when dis gemmen was puttin' a Chicago pollish on de parishoner's shoes. Dey am de mightest, meanes' chaps in de sleeper I eber seen. Too thin Mr. Pikes, Likes or Sykes, or whateber you call you'sef, and two to one you hab got a dozn' names.

Just then Mr. Sanders came out of his office and gave instructions to Robert that he might have two hours to himself as he did not feel very well and was going home.

At one end of the middle division of the T. P. & S Railway, some two months after the commencement of our story, were seated in one corner of the village hotel two gentlemen apparently 35 or 40 years of age. They were dressed very nearly alike, suits of dark blue, and a stranger might have guessed them to have been conductors, as they sat there seemingly busy with their own thoughts and conversing in a low voice, but earnest manner.

"I had a chap down with me this afternoon," said one of them, "that seemed to be very busy."

"How was he dressed,," said the other.

"A black stiff hat, black coat and vest, and brown, striped pants, and low shoes that tied with tape. He appeared to be about 35 years of age, black hair, a trifle long, black eyes, short face, long nose, and had on a blue necktie with polkadots."

"Some fellow went up with me last trip," said the other, "and handed me a book for transportation. Let's see, I put his name down in my book," drawing it out of his pocket at the same time, "here it is; Sykes."

"The very same chap," said the other.

"Well, all we can do is to look out for the fellow; the innocent must suffer as well as others."

And they parted, resolved to do their duty, but also to keep a watchful eye over this much observed gentleman, Mr. Sykes, for it was none other. And one of these two gentlemen was the same gentleman who waited in the hallway several weeks before upon the advice of Robert, as the "great detective" came out of the office of Mr. Shephard, the general passenger and ticket agent.

As the two went out of the hotel they accidentally dropped into a billiard room and one of them proposed a game of billiards. They had picked out their cues and were banking for first shot, when in stepped a couple of fellows, apparently sports, who were evidently bent on having a game, but there being no table but what was being used, they seemed a trifle crest fallen. Finally one of them spoke to our gentlemen:

"What do you say to making up a four-handed game; my friend and I are strangers here, and there is nothing to do to pass away the time, so we just dropped in to have a game, or two. We do not wish to intrude on good nature, but if agreeable would like to pass away an hour or two in a pleasant way."

So it was arranged to commence a game, the two friends of each party being partners.

"My friend, Mr. Spencer," said one of the new arrivals, addressing the two who had just come in. "My name is Larimer; we are both unlucky enough to be classed as drummers. Mr. Spencer is from Chicago, while I hail from the aesthetic city of Boston. Do you ever imbibe," said he, turning to his opponents in the game.

"I do not care for anything," said one of them, and the other remarked that, "he seldom indulged, and he hardly believed that there was anything to be had in the town, as this was a prohibition state."

So they played on for an hour or two, the strangers having found out the occupation of their friends, as they styled them, (just as if they did not know before.) At last our friends said it was getting late and they must retire, as both were obliged to take the early train in the morning. Then bidding the others good night they departed. As soon as they were outside of the room the two who remained, seated them-

selves in the corner, when one of them said to the other:

"Can you guess who those fellows were, Jim?"

"No," said the other.

"It was Sykes and his partner."

"No?"

"Sure as preaching; I know it."

The next morning at 2 o'clock found Jim at the depot all dressed in blue and ready to go out on the train. All aboard! and they moved out from the station, and Jim commenced the oft repeated routine of labor. The passengers rapidly handed out their tickets until he reached the rear end of the first coach. Here he found a gentleman who was apparently fast asleep. The conductor gently tapped him on the shoulder, at the same time saying: "Ticket if you please;" when with a terrible yawn, as if he had been sound asleep for a week, he straightened himself and rubbing his eyes declared it was too bad to be disturbed every time they changed conductors.

"I am going to Amity; how much is it?"

"\$2.25," answered the conductor.

"A deuce of a price for a ride of 50 miles," was the reply.

"It is 75 miles, sir, and the fare is \$2.25."

"Well, take it out of this."

And he handed him five dollars, which was taken and \$2.75, returned in change. After passing into the second coach he stopped long enough to write five letters on the back of the five dollar bill he had taken, and a keen eye could have read them, S y k e s. Nothing strange occurred in the next car, but at the rear of the third coach was seated a man of about 35 years of age. As he reached forth his mileage book the conductor recognized the partner of Mr. Sykes. And in the two the opponents of himself and his friend the evening before. A terrible storm had been raging for nearly two days and nights and Jim and his engineer had received orders to use great caution, and whether the time was made or not, to proceed with great care. O, how dark it was this night, and the rain poured down in torrents. As they approached a little station where there was only a telegraph operator in the day time and no train ever halted at night, the engineer came to a full stop. The conductor looked out mid the darkness and the rain and could only discern a faint signal light on the platform of the depot.

"Orders for number 5!" cried the opera-

tor, as the engineer and conductor stepped into the little office.

"Here they are," said the ticker.

Jim took up a copy and read:

"It is reported that Bear creek run is rising very rapidly. Come to a full stop before crossing, and be sure that it is safe to do so. Signed: L. B. CHALMERS,

Div. Superintendent.

To conductor and engineer, No. 5."

"Bad night this, Jim," said the engineer.

"Terrible," said Jim. "No one to get on?" said he turning to the operator.

"No, there has not been a person in sight except train men since the storm commenced."

"Let's see, this is Sharon, Bill," said he to the brakeman ahead, "I will get on the engine and may ride there for twenty or thirty miles. We have orders to stop at Bear Creek Run- Keep a good look out at the stations for any who may want to get on. There is none to get off this side of Amity. Go back and tell Pete to keep close watch of rear end," and then he stepped into the engine just as the engineer prepared to start.

"You sit over on the fireman's side," said he, "and we will both watch out so as to be sure to stop soon enough for old Bear Creek Run. Guess the boss is a little worried to night," said he. "Perhaps he thinks we will not be careful."

"I wouldn't like to kill anybody, Jim, for I always think my wife and babies are as dear to me as are the ones of those who are sleeping soundly in the cars behind us."

Perhaps half an hour had passed, when Jim exclaimed: "Ease her off there a little; we have just passed that big elm tree, a quarter of a mile this side of the run." And it was only a few minutes until they had stopped and were out in the terrible storm to see if it were safe to cross.

After a careful inspection they decided it would be safe, and they again got on the engine and pulling over cautiously proceeded on their way. On they went carefully and slowly until they reached Amity, where they must stop. The conductor saying "I will leave you, and if we get no more slow orders we will jog along at a slow pace, for it is too dark to run any risk by trying to make up lost time"

He then returned to the baggage car; exchanging his wet clothes for dry ones, and they jogged along in the darkness.

Some two weeks after this event, as

Robert was sitting in his old familiar place in the general office of the T. P. & S., there appeared at the door a well-remembered person, to him, who inquired if the General Manager was in- "He is, sir;" was the prompt reply. "Will you hand this to the gentleman?" he asked as he gave Robert a note. "I will, sir;" and immediately proceeded to do so.

Mr. Sanders took the note, opened the envelope, devoured the contents, then turning to Robert, said:

"You will admit the gentleman."

Mr. Sykes entered, and after the usual courtesies drew from his pocket a bundle of papers, handed them to the general manager, adding as he did so, please inspect these thoroughly and decide for yourself whether my work has been done satisfactorily or not.

Laying them on the table he said: "Mr. Sykes, you are willing to make oath to all that is contained herein?"

"I am, sir;" was the reply.

A little tap of the bell, and Robert entered.

"Tell Mr. Chapin to step here for a moment."

Mr. Chapin entered and Mr. Sykes took a solemn oath, that the facts (or rather lies contained therein) were absolutely true.

One week has passed since this interview, which lasted four hours. It is a beautiful morning, and the same conductor and engineer were at the depot ready to start out once again on their run. Just before the time was up, another old veteran in the service of the company, tapped the conductor on the shoulder and handed him a green envelope. He opened it and read as follows:

"You will deliver your keys to Mr. Bartell, as your services are no longer required. For further information enquire at the office of the general manager."

He handed the letter to the engineer, who read it, then in silence, said good-bye, and returned to his home, to his wife and children. The home he had left but an hour before, full of hope and joy.

Another week has passed, and this man stands at the door of the general manager's office and asks Robert the same familiar question: "Is Mr. Sanders in?"

"Yes, sir;" answered Robert, "and I will ask him if he will see you."

"Step right in," said he a moment after.

"Good morning," said Mr. Sanders.

"Good morning," was answered.

"I have called," he added, "to inquire the cause of my being discharged."

"For retaining money that belonged to this company," was the reply.

"Are you willing to show me the proof," he asked.

"I cannot show it to you, but I will tell you what we have, and it is of the most positive kind;" and he added, "Jim, I would not have believed it, but it is so formidable that it cannot be overcome." And then he told him of the counts that were against him. The most prominent of which was this: The receiving of two fares from a flag station to Amity, on such a night, on No. 5, ("The night of the great storm.") "But," said Jim, "I was not in the train between those places, for I rode on the engine all the way to assist the engineer in looking out for danger places." And he related the whole story, just as it was, but it was of no avail. Did not Mr. Sanders have the sworn statement of Mr. Sykes, in his possession; and was not this person hired to tell the truth? It was his business to do so. Of what avail then was the word of one who had been deemed competent to have the charge of thousands and thousands of precious lives; of millions of dollars worth of property, in the last twenty years. What was the worth of the sworn evidence of his engineer and train hands in this instance against the sworn evidence of Mr. Sykes, the trusted employe in the service of the "Respectable Arion Detective Agency?"

And now, kind readers, we would that we could truthfully say to you, that this is all a work of fiction, but we cannot. And should this conductor read these lines he may be able to say also, it is too true.

E. H. B.

He Identified Himself.

HOW SENATOR CULLOM WORKED HIS WAY INTO A CONVENTION HALL.

Senator Cullom met a newspaper man here to-day, writes a Washington correspondent, who recalled to his mind a curious incident of the national convention of 1880, in which both took part. Cullom was then Governor of Illinois, and the newspaper man was a keeper of one of the inner doors at the convention. When they met the newspaper man remarked:

"Senator, you may not remember it, but you owe me a debt."

"How is that?" asked the Senator.

"Do you remember the young man that got you into the convention one day in 1880?"

"Why, of course I do; you are not the young man, are you? If you are, I do owe you a debt, sure enough."

The conversation brought out the incident. Governor Cullom forgot his ticket one day, and, when he told the outer doorkeeper that he was Governor of the State, the man would not believe him. Governor Cullom affected the hayseed in his manners and dress in those days. He insisted on being let in, and, finally, the guard consented to take him as far as the inner door. There he presented him to the young doorkeeper, saying:

"Here's a fellow who says he's Shelby Cullom; I don't take any stock in him, but if you're a mind to let him in you can do it."

The Governor took the matter good naturedly, and assured the doorkeeper that he really was Shelby Cullom.

"There's a lot of fellows that come here with just such stories as that every day," said the doorkeeper. "If you're Governor Cullom you ought to have a ticket."

After some arguing, however, the doorkeeper said: "I'll tell you what I'll do. You come inside and I'll tell you mighty quick whether you're a fraud or not."

The Governor said all right and followed the young man to the platform. When they were where they could get a good look at the people sitting there the doorkeeper said: "Now do you see anybody you know?"

Before the Governor had time to pick out anyone Bob Ingersoll saw him and called out:

"Hey, Shelby, come over here."

"It's all right, Governor," said the doorkeeper, "and I'm sorry I made you any trouble, but you'll admit that I did the square thing."

"Yes, young man, you did, and I owe you a debt," said the Governor, and the incident ended until to-day.

Blissful Ignorance.

The cable car was passing Ross street, when the bright-eyed young woman said to the wooden-faced young man beside her: "Look! there's the bridge of sighs."

The stolid youth directed his attention toward Richardson's exquisite link joining

court house and jail, and remarked: "That bridge ain't much of a size."

"Oh, that's not it—they call it a bridge of sighs," rejoined the owner of the bright eyes, "because it's like another bridge of sighs in—in—in Spain. The nihilists cross over it on their way to Siberia—it's the last one they cross, and so—and so they call it the bridge of sighs."

"Oh!" said the young man, a look of deep respect for his fair instructor lighting up his vacant face for a moment.

When ignorance is bliss 'tis folly to be wise.

The Railroad Hog.

"If there is any thing under the sun that I despise," said the meek-eyed stranger, as reported by Paul C. West in the *Lawrence American*, "it is the railroad hog."

"Indeed?" replied his seat-mate, laconically.

"Yes"; I mean the man who is continually—confound it! this wind on my back will give me a cold!—the man who is continually grumbling at the management of the—Say! would you mind sitting a little further over? You're taking up considerable room—who is always grumbling at the management of the road. and—that's right! Hang these brakemen, anyway! There're always coming along and hitting a man's elbow!—and complaining of the employees, and—Well, I swear! He's left that door open, and O! there's a cinder in my eye! Bless me, sir, you're a deucedly hard man to ride with; please move over a little bit, and—Oh, yes; I was talking about the railroad hog. I hate him! I hate the man who makes remarks about the passengers—By the way, madam, a little paregoric would quiet that baby of yours—and making a fool of himself gen—Say, young man, I told you I didn't want to buy a copy of the 'Quick or the Dead,' so you take it away, and—a fool of himself generally. Why can't a man of that sort stay at home, where he—look here, madam, if you think this is a nursery, you're mistaken. Why can't you keep that bald-headed infant calliope of yours still? I'd—where he belongs? When a man travels, he ought to be able to put up with a few incon—Say! would you mind keeping that paper still? The rustling jars on my nerves—And, look here, why can't you move over? You are taking up two-thirds of the seat. My valise is crowding your feet, is it? Well, my valise is going to stay

where it is, and—By George! Whew! Look here, young man, I believe you have been smoking cigarettes, and I'm sure there's musk on your handkerchief! Will you kindly get out of smelling distance? I say, confound it, old woman, you're rubbing that market basket against—No, I don't want to buy a package of Philadelphia caramels—and that blamed door is open again, too! Sneakville? Why, sir, you're not going, are you? Well, if you must, good—Well, I'm blessed if he hasn't left the door open! Some of those—Yes, this seat's engaged, madam. Leave me alone!"

And we wonder whether the railroad hog is extinct or not.

Repartee Extraordinary.

"How does the world smell to you, with that long nose?" said the donkey to the elephant.

"About as it sounds to you with those long ears," replied the elephant.

"How does the world taste to you with those big teeth?" said the donkey.

"About as it feels to you with those big hoofs," replied the elephant.

"Are those two tails you have," said the donkey, "one before, and one behind?"

"Are those two wings you have," replied the elephant, "one on each side of your head?"

"Old pipe line," said the donkey, "let me see you blow your nose."

"Old frog-horn," replied the elephant, "let me hear you sing."

"Your nose is too big for your body," said the donkey, "which is saying a great deal, and it must be very inconvenient for you."

"No more inconvenient," replied the elephant, "than it must be for you to have such a voice to sing, and such ears to hear with."

"I believe," said the donkey, "you could put out a fire with a spout from that piece of hose of yours."

"Not if you fanned it with those ears, or with a blast from that throat of yours," replied the elephant.

And the donkey gave it up.—*Life*.

Bridgton, Maine., has at least one absent minded citizen. He met with an accident and was confined to the house for several weeks, but forgot entirely that he held an accident policy entitling him to \$25 a week.

Novel Life-Preserver.

"My life was saved by having my salary reduced," said a robust, middle-aged man to a *Philadelphia Call* reporter.

The remark naturally excited surprise.

"Yes," continued the man, "that was what saved me. I was assistant book-keeper for a wholesale house and was earning \$1,200 a year. Something happened, no matter what, and I was thrown out. I was idle for two months and then went to work for \$750.

"At that time I was thin and weak, and couldn't walk a mile to save a dollar. At any rate, I thought I couldn't. But when my income was so fearfully reduced I found it absolutely necessary to economize, and I did so by walking home from my work, a distance of about five miles.

"It pretty nearly killed me at first. Then I began to enjoy it. Within three months I was walking both ways, and I've kept it up ever since. Ten miles a day, summer and winter, unless during a hard storm, and look at me! One hundred and eighty pounds, the appetite of an ostrich, and not a day's sickness in ten years.

"You see, gentlemen, how it was that the cutting down of my salary saved my life."

A Lesson.

I dropped the burden of my life, and cried :

"Dear Lord, I can not bear
To struggle longer, for life's ebbing tide
Recedes, and all the fair
Sweet flowers of promise float off on its breast,
And here I stand alone!
Even when nightfall comes I can not rest,
My bread has turned to stone.

"Lo, I have loved, and love has mocked my woe,
And, laughing, sped away;
And I have hoped and hope would promise so,
And perish in a day;
And I have toiled, and the reward seemed nigh,
Then storm and blight would come,
And now, Dear Lord, to Thee, to Thee I cry:
Take Thou my spirit home."

A single withered reed was standing there,
Bending before the wind,
And all of earth was cold, and brown, and bare,
And suited to my mind,
And as the wind swept by it, the lone reed
Bent low, and seemed to say :

"Poor is your life, ah, very poor, indeed,
If you for death can pray.

"Has not the good God given to you strength,
Fitted life's cares to meet ?

Do you expect to reach Heaven's joys at length,
Through meekly-met defeat?
See, here I stand, a withered reed, and yet
I pray not for the end,
For I believe that God will not forget
Even me, a reed, dear friend.

"And so, though withered, brown, and left alone,
I do not fret nor weep—
I feel the Father will not me disown,
When through death cometh sleep;
And here, amid the darkness, storm and wrath,
I think of hours more bright,
When sweet flowers clustered in my earthly path,
And sun and stars gave light.

"God's love is vast, so vast, the smallest thing
Is held within His care;
When tempest rage, or when the robins sing,
And earth with bloom is fair."
Then ceased the words the lone reed seemed to
speak.

And reverent bowing down :
"Dear Lord," I said, "bearing my cross, I seek
Through faith to win my crown."

—*Thos. S. Collier, in Youth's Companion.*

When Fortunes Come.

A STATEMENT THAT WEALTH IN AMERICA IS AC-
QUIRED BY MEN OF FORTY.

One of the brightest young men in public life said to a New York Sun man the other day that he was going to make his everlasting fortune some day when he grew tired of politics. "But there is plenty of time for that," said he. "Do you know that it is almost a rule in this country that men do not make their fortunes until they are forty years old or older? The grand exception to the rule is Jay Gould, but the contemporary fortunes were nearly all made when their founders were at or beyond middle age. Commodore Vanderbilt, John Jacob Astor, A. T. Stewart, and all the others prove what I say."

The reporter to whom this was said turned over the pages of the biographies and other works of reference at his hand, and found enough in them to warrant the assertion that at least a great many rich Americans have been beyond forty years of age when they have accrued riches. Certainly the richest body of men in the land, the United States Senate, is composed of elderly men, but in the lower house of congress we see millionaires who look scarcely old enough for the rule.

Alexander T. Stewart came here in 1823 from Ireland, where he was born in 1803. He opened a little linen store on Broadway, and gathered wealth very slowly at first, as most other men had done. He was prudent, shrewd and original, and

gradually became a heavy importer; but he was forty-five years old when he became able to put up the first of the two great stores in which he afterward transacted his business.

Henry Clews is an example. He spent his early manhood as a clerk, and when the war broke out and found him a broker in a small way he began to make money. He and his partner, Mr. Livermore, who retired at the close of the war with half a million, jobbed in certificates of indebtedness, and laid the basis of the wealth which Clews afterward accrued. He failed, but further demonstrated the rule by making his way over again, as Henry Villard has done.

Henry Villard is about fifty-five years old. He came here from Germany at twenty years of age, and sold subscription books at first, then became an irregular writer for the press. He studied law later, but gave that up and adopted journalism as his profession. He was forty years old when, in 1874, he began the great Oregon railway operation that made him wealthy. Nine years later, when the famous golden spike was driven through a Northern Pacific railroad sleeper he was worth \$5,000,000. He impoverished himself in trying to maintain the value of his property, and went under. Next, at more than fifty years of age, he rose again as a financier.

Warner Miller is fifty years old. Beginning in the humblest way, he managed to organize a mill company, and worked sixteen hours a day for ten years to make his fortune. He was past forty when his bank account showed him that he could afford to take the world more easily. He is a millionaire now. Levi P. Morton is about sixty-three years old. Twenty-five years ago, when he was thirty-eight or thirty-nine, he founded his banking house. He was fifty-one when his wealth enabled him to devote a part of his time to public life. His great stroke was made when he established his London house in 1868, and soon afterward went into the syndicate for funding the United States debt. He was past forty-three then. Charles Crocker was past forty when he began to be a millionaire. Edward F. Jones, the rich scale maker and Lieutenant-Governor of this State, was born in 1828. He began his business career at the close of the war, and was long past forty when he became rich. Henry B. Courtney, the marble millionaire, now dead, started with fifty dollars in 1853, when thirty-three years old. He was beyond middle life when he got his pile.

John B. Slawson, the car-fare box inventor, was twenty-five years old when he went to New Orleans in 1840 from this state. There he slowly made his way upward. But for the war he would

have pushed his invention at forty-six years of age, but he had to wait, and he was past fifty when his big money began to pour in. His friend Stephenson, the horse car builder, also a millionaire, had to wait for middle age to get great riches. So did the elder Bennett, of the Herald, so did Hon. Oswald Ottendorfer, and so did the late Marshall O. Roberts.

Jay Gould's early life was a failure, but this phase of it was very short. He was born in 1831, and went into speculating in railroad stock in 1859, when he was only twenty-eight years old. He was very successful, and made use of the war, when it broke out, to give large returns on small or shrewd speculations. His fortieth year found him, in his present opinion, only starting in life, but the world already knew him as a master money maker, for he had been more than three years president of the Erie railroad, and his associate, Fisk, had startled America with his share of the partnership.

Samuel J. Tilden made his first considerable money as a lawyer, but he was more than forty years old before he put other aspirations aside for the time and began that devotion to his profession which was quickly distinguished by his connection with the greatest law causes of the day. He was forty-one when, in 1855, he was defeated as a candidate for attorney-general of the State. After that came his greatest legal triumphs, and after them his still greater financial operations.

The Standard Oil fortunes nearly all prove the rule. Mr. Rogers made his share of that pile while younger than forty years old, but Messrs. Rockefeller, Starbuck and Flagler were beyond that age when they grew rich. In Philadelphia, George W. Childs is probably an exception. He is only sixty years old, and has been rich more than twenty years; but John Wanamaker only began the making of his fortune in 1876 when he was thirty-eight. He was nearer fifty than forty when he became really rich.

Augustin Daly is fifty-two years old. He was thirty-four when he began his brave struggle with the dramatic company that is now world famous. Wealth did not reach him till he was beyond forty. The ministry contains numerous examples that are to the point. Rev. Dr. John Hall was thirty-eight years old when he came to America on the mission that introduced him here. He was thirty-nine when on his return to Europe he received and accepted the flattering offer that made him the recipient of a salary which professional men consider the making of a fortune. Rev. Dr. Talmage was as old when he began to feel comfortable; so was Beecher; so was Dr. Paxton.

An Historic Powder Horn.

WON AT VALLEY FORGE THOUGH A LOTTERY SUGGESTED BY WASHINGTON.

HONESDALE, Pa., Feb. 28.—Charles F. Rockwell, of Honesdale, Pa., has an ancient powder horn which has an interesting history. His grandfather, Jabez Rockwell, was a revolutionary soldier, having enlisted in the continental army at the age of 16. The regiment he was in was recruited in Connecticut under the direction of Benedict Arnold. He fought under Arnold at Saratoga, where he was wounded. After recovering from his wound he was transferred to the division of the army under Washington and Lafayette. He was among the hardy patriots who suffered in the terrible winter quarters at Valley Forge. The vicissitudes of the campaign had resulted in the losing by a large number of the soldiers of their powder horns. From the heads of some of the cattle obtained by foraging about Valley Forge, the camp butchers had saved the horns, and there was great strife among the soldiers who had lost their powder horns to obtain possession of one of these. There were so many applicants that no satisfactory division could be made of them. One day, as General Washington was riding by the camp, the situation was explained to him, and he was asked to suggest some way by which the horns could be fairly disposed of among the men. He took a paper and wrote a number between 1,500 and 2,000, and said that the ten soldiers who guessed the nearest to that number should have the horns. The guesses were made. The number Washington put down was 1,776. Jabez Rockwell was one of ten who were near enough to the lucky number to get a horn, his guess being 1,750. He carried the horn through the rest of the war, and it is the horn now in possession of his grandson.

A Story With a Moral.

The story has reached us of an Italian nobleman who at the altar refused to marry a young English heiress because her bridal dress was trimmed with the dead bodies of white doves. The tale is good enough to be true, but unfortunately such stories are not always true, and the use of birds for ornamenting the person is not wholly dispensed with. Ornithologists, however, assure us that the decided progress already made by the press in creating public sentiment against this cruelty and barbarism has largely increased the song birds at the Northern nesting haunts. Any woman who persists in the use of real birds and birds' wings should be socially ostracized. Let her lay aside her prayer-book and learn mercy and grace, and to be faithful to her natural obligations.

An Accidental Declaration.

A young clergyman tells the following: In a certain country parish I had the good fortune to board with a farmer whose daughter was of that nature and appearance which equally attract men of all professions.

The young people of the neighborhood gradually became convinced that a "match" was in progress, and many were the insinuating winks and nods when we two were together. But I managed to escape embarrassment pretty well until an unlucky evening during one of those meetings where every one tells his or her "experience." This young lady had just spoken, when, as she took her seat, I started the good old Methodist hymn:

I love thee, I love thee,
Thou knowest very well;
But how much I love thee
I never can tell.

It was too much for the congregation.—*New York Press.*

Longevity of Birds.

The swan is the longest-lived bird, and it is asserted that it has reached the age of 100 years. Knauer, in his work entitled "Naturhistoriker," states that he has seen a falcon that was 162 years old. The following examples are cited as the longevity of the eagle and vulture: A sea eagle captured in 1715, and already several years of age, died 104 years afterward, in 1819; a white-headed vulture, captured in 1706, died in 1826 in one of the avaries of Schoenbrunn castle, near Vienna, where it had passed 118 years in captivity. Paroquets and ravens reach an age of over 100 years. The life of sea and marsh birds sometimes equals that of several human generations. Like many other birds, magpies live to be very old in a state of freedom, but do not reach over twenty or twenty-five in captivity. The nightingale lives but ten years in captivity and the blackbird fifteen. Canary birds reach an age of from twelve to fifteen years in the cage, but those flying at liberty in their native islands reach a much more advanced age.

To Take the Place of a Hen.

Rensler B. Dayton, of Speonk, L. I., is interested in chickens, and recently had a hen setting which, through perversity or other cause, did not hatch out the eggs which were put under her, as a dutiful hen should. Believing that the eggs had been brought far along toward a condition when they might be expected to hatch, the young man taxed his brain to produce something which would take the place of the hen, and after a series

of experiments he succeeded. Taking an ordinary tin pan he put the eggs in it and then placed this in another pan containing water. Then the two pans, one inside the other, and covered with an old quilt, were placed in a standard or frame, which suspended them over a kerosene lamp, the chimney coming within an inch of the bottom of the pan. The lamp heated the water in the pan, and thus the eggs were warmed. A thermometer was placed in the pan with the eggs, and in this way the heat was regulated until this primitive hatcher had done its work, and out of twelve eggs all but one had produced a chicken.

Origin of Proverbs.

EXPLANATION FOR WHICH BOB BURDETTE IS TO BE HELD RESPONSIBLE.

Robert J. Burdette explains the origin of some familiar proverbs, as follows:

"Great cry and little wool," is original with Bacon, who was in favor of going the whole hog.

"Man wants but little Herr Ballou, nor wants that little long"—[Fellow.

"Whistling girls and crowing hens" sounds like He-mans.

"Don't get your back up at trifles," are the words of Campbell.

"A thorn in the hand is worse than two in the bush," is from Hawthorne.

"A soft answer turneth away wrath," shows how much Wordsworth.

"Mightier than the sword," were the words of William Penn.

The horse leach hath two daughters, crying: "Give, give." That is Moore! Moore!

"The nearer the bone the sweeter the meat," is evidently Lamb.

"He doesn't know enough to come in when it rains," were evidently the words of one who loved Dryden.

"Not so black as he is painted," might have been Black, after all.

"As close as an oyster," sounds Shelly.

"Devil take the hindermost," were probably the words of Pope.

"Why don't you run a newspaper like that!" a grocery merchant in a country town said to his editor, throwing out a Chicago daily. "For the reason you don't run a grocery like that," the editor replied turning to a five column advertisement of a Chicago house, showing him a twelve story building. The grocer looked attentively at the advertisement and the picture for a moment and then said: "Ah, um—yes, I tumble."

Deer in the Adirondacks.

For the past month many reports have been made that the deer in the Adirondacks are being hunted down by dogs running wild in the woods. One day recently a force of men who were engaged in cutting ice on a small lake discovered a stray dog driving a deer toward them. The dog drove the deer upon the ice near them and then commenced biting it in the hams. The deer bleated most pitifully.

The men drove the dog away, while one of them, who had a rifle near at hand, tried to shoot him, but failed. A guide followed the dog's trail, but failed to overtake him. The deer came to the men for protection and they patted and soothed it with their hands. During the night the poor deer died from exhaustion and fright.—*Buffalo Express.*

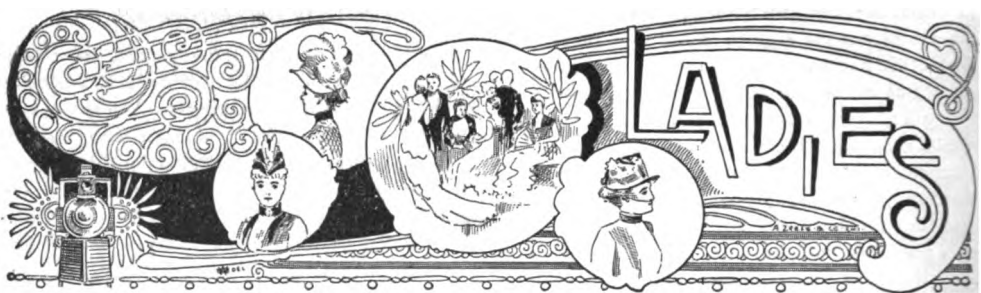
The Worst Form of Slavery.

To do wrong, or, what is the same thing, to refrain from doing right, when the time for action arrives, because we are afraid of what other people may say or think, is the worst form of slavery. To break such bonds we need a deeper consecration to truth and duty. We may admit all the arguments against such bondage, and yet fail to escape from it; but, if we are faithful and loyal to the good and the right—if in our inmost heart we love and honor them above all things—we shall find continually growing within us that moral courage which wins for us our best freedom.

Exciting Times to Be Expected.

Some exciting times may be expected at no distant day in the Hamilton club of Brooklyn. It is said that at the next meeting the question to be discussed is, "How Shall We Train Our Wives?" The gentlemen will have their say all to themselves and women will not be permitted to expostulate or controvert anything that is stated either as facts or fancies. The ladies of the club have announced their intention to have a luncheon, at which they will discuss the subject, "How Shall We Educate Our Husbands So that They Can Train Their Wives?"

At a recent duel between two young men at Warsaw both fired and hit, but the bullet of one was flattened against the cigar case of the other, and the bullet of the other was turned aside by the pocket knife of his opponent. The seconds decided that the young men were not born to kill each other, and declared the affair off.



Daffodils.

I wandered lonely as a cloud,
That floats on high o'er vales and hills,
When all at once I saw a crowd,
A host of golden daffodils
Beside the lake, beneath the trees,
Fluttering, dancing in the breeze.

Continuous as the stars that shine,
And twinkle on the milky way,
They stretched in never ending line
Along the margin of a bay.
Ten thousand saw I at a glance,
Tossing their heads in sprightly dance.

The waves beside them danced, but they
Outdid the sparkling waves in glee.
A poet could not but be gay
In such a jocund company.
I gazed and gazed, but little thought
What wealth to me the show had brought.

For oft when on my couch I lie,
In vacant or in pensive mood,
They flash upon that inward eye
Which is the bliss of solitude;
And then my heart with pleasure fills
And dances with the daffodils.

—•—
WORDSWORTH.

Jill's Silver Spoons.

A FAMILY DISTURBANCE ABOUT THEM.

"Jack," said Jill, one evening in February, as they sat before the fire, "I think I shall try and have a recital for my music class soon. You know what a help the one I had last summer was to them."

"Very well, my dear; just as you say."

"What bothers me," said Jill, taking up pencil and paper, "is to know how to make room for all the papas and mammas. We were crowded before, and I have more pupils now."

"Oh, we can manage, I guess. You can borrow chairs of the Greys."

"Yes," said Jill, slowly, "but I shall be obliged to invite thirty anyway."

"Let me see; there are the Deans, the Updegrafs, the Hills and——"

"The Greens, the Palmers, the Deweys and the Lesters—well, you know who they all are, and as I said, there will be thirty."

"Maybe they won't all come," suggested Jack

"Oh, of course they won't, but I shall have to plan for them all, and I've only a dozen coffee cups."

"I hope you are not going to the bother of having refreshments," exclaimed Jack.

"Certainly. Do you suppose any one could have company in Eldredge without having refreshments? To be sure, no one thought it necessary in Independence, where Madam Sterling gave her recitals in different private houses, but here——" Jill's expressive pause was meant to convey some idea of the enormity of such an offense against general custom.

"But, my dear," persisted Jack, "how can you do it? You know it is too cold to cook on the gasoline stove in the little kitchen."

Jack and Jill had been taking two meals a day "out" since the coming of winter had made the garret kitchen uninhabitable. The little hall bedroom had been transformed into a breakfast room, which, in mild winter, was easily heated by the gasoline stove, but now that the thermometer was down to zero, they were obliged to get what they could on the base burner in the sitting-room.

"I shall only have coffee and two kinds of cake, and I believe I can bake them in this stove," said Jill, referring to the base-burner, which had an oven in the rear.

After the evening had been decided upon the cold "snap" continued so long that the event was postponed until the following Tuesday. One of Jill's particular friends, Mrs. Dewey, living on the outskirts of the town, offered to bring a freezer of ice cream and also to help her that evening, so Jill felt that with Jack's help, she could get along nicely. Her music pupils took their lessons on Wednesday, so that she had Monday and Tuesday in which to make her preparations.

Monday morning was so cold that she brought

the extension table into the little sitting-room and took her long unused china and glass and silverware from the closet and washed and polished it. When noon came, Jill, more accustomed to musical and literary work, was nearly tired out, and Jack, seeing her weary look, and—shall we tell it?—hearing some cross tones, declared his intention of assisting in the cake baking. This cheered Jill wonderfully, and she made rapid preparations for the work. Nearly nine months had elapsed since she had made a cake, but she was quite an adept in making certain kinds, and she felt no uneasiness on that score. She first prepared a white cake from a familiar recipe, which had never failed her. One cupful of butter, two cupfuls of pulverized sugar, one cupful of sweet milk, whites of five eggs, three cupfuls of flour, three teaspoonfuls of baking powder, essence of almond.

Jack beat the batter so faithfully that it went into the oven beautifully smooth and white, and when Jill peeped in, fifteen minutes afterwards, it was coming up like a feather, but beginning to brown. Now, her trouble began. She knew an oven ought not to be changed, but she was obliged to close all the dampers to prevent the cake from burning. Consequently, the oven cooled too much, and it was an hour and a half before the cake was done. Meantime, a gold cake had been made, which she intended to cut in small squares and cover with yellow frosting, but, through the delay in baking the white cake, the second one fell when she took it from the oven, not a great deal, but enough to vex Jill, whose feet and back were aching. She next made a chocolate layer cake, and this was a perfect success. At the same time, she was endeavoring to make some fondant icing, following the directions in "Ten Dollars Enough." Five times did she boil this before it would cream, and she wished a hundred times that she had never attempted to have refreshments. But finally she succeeded, and she had two nice cakes, in spite of the slow baking the white cake received.

The next day was a busy one, spent in sweeping, dusting, and getting everything ready for use. When evening came Jill was thoroughly tired out, but received her guests with a smiling face.

Recitals are something new in Eldredge and her little pupils were most of them thoroughly frightened. Some played very creditably, but two or three almost broke down. But teacher and parents knew that the object of these recitals was to gain confidence, and they were neither surprised nor disappointed.

While the music was in progress Mrs. Dewey and Jack were making the coffee in the little kitchen, and after the last number was played the

refreshments were served. The coffee and the two cakes (Jill did not pass the gold cake which had proved such a failure) and the ice cream were enjoyed by all.

As soon as the last good-night was spoken, Jack and Jill prepared some dishes of ice cream and cake, and Jill took them to their neighbors down stairs who were not at the recital.

Going to the kitchen again, Jill proposed, as it was only a few minutes past ten, that they wash the dishes that night. Jack was willing, and they began their work with considerable meriment. The glasses and silverware were carefully washed and Jill proceeded to count her teaspoons, of which she had two dozen and a half of solid silver ones. There were the dozen Cousin Julia gave her and the half dozen from mamma and only ten of Aunt Benson's dozen. Thinking they must be among the china, Jill said nothing until the last piece was washed.

"Jack, I wonder where the rest of these spoons are; there are only ten of Aunt Benson's here."

"I expect they are here somewhere," said Jack, peering about, looking on refrigerator, table, stove and window sill.

"Maybe they are in the other rooms," suggested Jill.

They both went and looked on tables, chairs and floor, but no spoons were to be seen.

"That's strange," said Jack, becoming somewhat annoyed. Jack, by the way, is a very careful fellow, and never loses so much as a pencil, while Jill is apt to be soaring in the clouds, and consequently is apt to be much more careless about small matters.

"Did you count them? Are you sure you took out a dozen?" questioned Jack.

Jill, who was now putting away the dish-pan and hanging up the towels, did not reply at once, for she was not at all sure whether she had, but finally said, rather curtly:

"I don't know whether I did or not. I suppose so."

"It's very strange you don't know. Do you know whether you got them all back from Mrs. Jones that time you loaned them to her?"

Now, Jill had forgotten that she had loaned them, but now she recalled the fact it seemed certain to her that the missing spoons must have been lost at that time, but she would not acknowledge to Jack that she had been careless. Her heart sank, for really she was feeling very badly over the loss of her pretty spoons. Besides, although Aunt Benson was well able to duplicate her gift, it was an understood thing that nothing more was to be expected from her. But Jill maintained a stoic like silence and merely said:

"I can't swear whether I did or not. I suppose I counted them, though."

"Well, I shall ask Mrs. Jones," said Jack doggedly. "I remember well hearing her tell you to count them and see if they were all there."

"Jack Hilton," said Jill, in her severest tone, "if you want to make trouble you just ask Mrs. Jones how many spoons she returned, as two are missing now, you'll have the biggest fuss on your hands you ever had."

"Well," said Jack, weakening a little but determined not to give in, "perhaps Susie might have carried them off when she went home."

Susie was Mrs. Jones' hired girl.

"Well, suppose she did," said Jill, promptly, "you couldn't go out in the country and search her father's house!"

"Well, it's mighty strange you could not keep those spoons?"

"Are you sure you didn't throw them out in that pail of water you emptied?" questioned Jill.

"I don't know," said Jack, taking up a lamp and going out into the darkness.

His search was fruitless, for he returned with a scowling face.

Jill meantime had gone to the closet where she kept her stock of bed and table linen, thinking that possibly the missing spoons might have fallen out of the box and become hidden in the folds of sheets or tablecloths. No spoons came to light, however, and Jill emerged red-faced and disappointed.

"I guess if you get any more spoons you'll know it," said Jack savagely.

"Well, I'm not going to worry myself to death over two tea spoons," said Jill in sharp cutting tones. "The only thing I am sorry about is that they came from your side of the house."

"You wouldn't have had any if they hadn't," said Jack cruelly.

"That's all very true," replied Jill in her coolest tones, "but I thought they were given to me, and I don't see why you need to make such a fuss over them."

"I don't intend you shall lose them if I can help it, and moreover, I intend to see that you don't lend them to any one else."

"It's no use fussing any more, and I'm perfectly willing for you to count them and take care of them," said Jill, preparing to retire. "Some day I'll buy two spoons in the place of those that are lost."

"Oh, you don't need to do that."

"Jack, are you very mad with me?" said Jill in a coaxing tone.

"Oh, well, it's no use to talk any more about it," rejoined Jack, showing plainly that he did not feel very amiable.

Jill was naturally very sensitive, but while she was sorry for the loss of the spoons, she felt in her heart that it was not worth while to worry very much over so insignificant a matter and she knew that Jack's anger would soon wear away.

The next morning they were scarcely awake before the subject of the lost spoons came up again, and Jack, while yet "*en disabille*," peeked cautiously out of the window to the spot where he had thrown the water.

"Well, if they were on the ground some one has made way with them already."

"Jack," exclaimed Jill, fifteen minutes later, holding the brush in mid air, her long brown hair falling about her, "didn't you put those spoons on the dishes of ice cream I took down to the Greys?"

"That's what," said Jack slowly, as he recalled the fact. "That is just where they are."

"Funny neither of us thought of that," said Jill with brightening face.

Jack continued buttoning his shoes, and as he put on his necktie, said:

"I am very sorry, Mrs. Hilton, for being so cross last night, and I hope you will forgive me."

"Of course I will, Jack," said Jill, as she fastened her collar. "You know I forgive you every time you say anything you ought not to."—*E. E. J. in Good Housekeeping.*

The Open Door.

Beating his breast on the cold window pane
 Poor little bird,
 Striving the free, blessed air to regain,
 Yet ever deterred;
 Something invisible, pitiless, bright,
 Walling him in,
 Beyond it lies liberty, sunshine, light,
 This is between.

Tiny, passionate, terrified thing,
 Struggling in vain,
 Pulsating heart and quivering wing,
 Throbbing with pain;
 Far too bewildered to notice the door
 Spread open wide,
 Only to turn, and gain freedom once more,
 Naught to divide.

So we beat ever 'gainst destiny's pane,
 Fear stricken bird,
 Yearning for happiness, striving in vain,
 Hope e'er deferred.
 Doorways to peacefulness, liberty, life,
 Woo our advance.
 When in the midst of our toiling and strife,
 God has a chance.

—*M. G. McClelland in Belford's Magazine.*

Storm-Tossed.

BY MAUD MORNINGTON.

I toss upon a stormy, treacherous sea,
 And just in sight the beauteous, smiling shore—
 The wind comes blowing chill and stormily,
 And all around I hear the surges roar.

I see frail shallops struggling with the waves—
 "Oh! for a mild, auspicious breeze!" I cry—
 Before my eyes they sink to cruel graves,
 Down 'mid the rocks and coral caves they lie.

I toss upon a cruel, treacherous sea,
 And just in sight the beauteous, peaceful shore—
 Will leagues grow less between the land and me?
 Or must I storm-tossed be for evermore?

*All Around the House.*DECORATIVE NOVELTIES OF THE SEASON—REVIVAL
OF OLD FASHIONED FANCY WORK.

One of the novelties for the spring is silk, 32 inches wide, in all the season's new art colors, viz., Nile green, flame color, magnolia, old rose, old pink Edison blue, Eiffel red and pink heliotrope, which may be used for curtains and light draperies with charming effect.

For sash curtains, which are more used than ever, there are silk grounds, with satin discs thrown over, all in two shades of the same color; again, there are hair line stripes, with moons and crescents scattered between. Floral designs and geometrical figures predominate in this season's goods; while metallic colorings are shown in all the choicest fabrics.

Pillow rolls are round, fluffy affairs, stuffed with hair or down, with cords attached at each end, to fasten securely to rattan chair, steamer chair, etc. These are shown in muslin and silk, the covers being full on in long, slender divisions running to a point at each end. They are filled with sachet powder, and are the necessary accompaniment to luxurious repose. The barrel pillows are shaped like a barrel, with round ends and stavelike sides. There are long and square pillows for sofas and divans in muslin and silk, and flat, fluffy discs, sixteen inches in diameter, which are used for chair seats. These are all done up in the newest art materials to match any furniture or room.

Many ladies will be glad to know that the old fashioned Berlin wool work and cross stitch embroidery is coming into vogue again. Panels for the wall and screens with the designs worked all ready for filling in are shown.

Gauze silks, printed in gilt, are very popular for draping mirrors; the new art colors are ex-

tremely handsome and will be found to harmonize with the surroundings in any room. For dining rooms leather hangings with cut fringes are very much used.

The above are among novelties noted in the shops by *Decorator and Furnisher*.

Some Women Are Angels.

Not all women are angels, but some are, as this dispatch from Birmingham, Conn., proves: Miss Christina Mansfield, a handsome young woman of this city, promised her hand in marriage some months ago to Albert Bersinger. Before the date of the wedding the young man developed symptoms of consumption and went south for his health. Three weeks ago he wrote to Miss Mansfield saying his illness had developed into quick consumption, and, as his case was considered incurable, he would release her from her engagement. He added that he intended committing suicide, but would live long enough to get an answer to his letter. Instead of writing Miss Mansfield answered the letter in person. She went south, brought her lover back and had him placed in the New Haven hospital, where she asked for and was accorded the privilege of nursing him. She sold her dresses and jewels to get little luxuries for her unfortunate lover. Saturday night Bersinger died, and yesterday Miss Christina saw him decently buried. The expense of the funeral will be borne by her, and will be paid out of the wages she hopes to earn as a seamstress.

An interesting story is told of a lady ninety years of age, who resides in a town on the line of the Rome, Watertown & Ogdensburg road not far from Utica. The lady possesses a very charitable disposition, and was never known to speak ill of any one. This characteristic is well known to her friends, and one Sunday in the Bible class, to see if she could be induced to condemn anything, she was asked what she thought of Satan. The reply, made in her usual way, was: "Well, I think he is very industrious."

A skull has been found in Rome in a tomb of the fourth century before Christ, the lower jaw of which contains a case of gold with four false teeth in it.

A Chicago lady gathered some moss in Florida and brought it north with her. She hung it on a chandelier in her parlor and it bloomed in the room. The moss retained its vitality for over a year.

Miss Mary L. Booth, the late editor of *Harper's Bazaar*, was opposed by her father and mother in her desire to support herself by literary work, and she, therefore, learned the vest maker's trade to pay the necessary expenses, and devoted her evenings to her loved studies. Although Miss Booth became so celebrated as a translator, she never could speak a word of either French or German. Her struggles seem incredible, the amount of work accomplished marvelous, and the pay for years was simply in books. She often walked four miles because she had not enough for an omnibus fare in her pocket. Eventually she received the largest salary ever paid to any woman in America.—*New York Herald*.

Mrs. Harriet Beecher Stowe is living in a mental twilight, yet though the fires of genius are ashes, she has no violent fancies. Her trouble seems to be a gradual wearing-away of all the faculties. She is fond of crooning the old church hymns of fifty years ago, and is constantly humming "Rock of Ages" and kindred ancient melodies. One of her favorite hymns is, "Oh, come, angel band, come and around me stand; Bear me away on your snowy wings to my immortal home." And so the author of "Uncle Tom's Cabin" awaits the peaceful quiet of death and the final folding of hands.

TRACY, TENN., April 5, 1890.

Editor Railway Conductor:

Not many days ago my husband handed me a bundle of magazines; the covers not being familiar, I began to investigate, with a sigh, for I thought it was *The Forum*, *The Century*, *The North American Review*, *The Atlantic*, *The Round Table*, and others; and now here is another magazine, saying: "Look at me; be just; see what I am."

I seemed to realize at once the good that your magazine can do: good in the broadest, fullest sense; good that a literary and scientific journal could not do; for you say to men, be honest, kind and true, and make them feel that you love them for themselves, and do not consider them a machine to run a train.

As I am a perfect stranger in your midst, I want to know some one, and I want that some one to be "Aunt Kate." Aunt Kate, you are a gem of the first water, and I want to be your niece; and I hope sometime that I will be as good as I think you are. Would that every woman in the land would read and profit by the latter part of your letter.

Perhaps you are not aware, Mr. Editor, that there is a Rock City Division

at Nashville, Tenn.; but there is, and you cannot find a better-hearted, more honest, accommodating—yes, or better-looking—body of men in the United States and Iowa. I read your editorial on "Pay of Conductors." Do you know the mere intimation of conductors being dishonest jars and grates in every fibre of my being. My heart goes out in pity to every wife that cannot look in her husband's face and know full well that his is the soul of honor and integrity; and, oh, wives, beware lest by your own extravagance you bring your husbands to dishonor and shame.

Appropos, I think if the world should ever arrive at that blissful state portrayed by Mr. Bellemay in his "Looking Backward," that there will be more Christian dry goods clerks, for then ladies cannot have every bolt of goods in the store taken down and buy a spool of thread. Ladies, a hint to the wise, you know; but if you are not wise I didn't mean you.

We are very near the Southern Chautauqua, and perhaps I will write you a letter some time this summer, and tell you of some of the many interesting lectures and concerts that are so improving and enjoyable.

It has just occurred to me that I am making myself very much at home to be a

TENNESSEE STRANGER.

Baby's Bedtime Song.

Sway to and fro 'in the twilight gray,

This is the ferry for Shadowtown;

It always sails at the end of day,

Just as the darkness is closing down

Rest, little head, on my shoulder, so,

A sleepy kiss is the only fare;

Drifting away from the world we go,

Baby and I in a rocking chair.

See where the fire logs glow and spark,

Glitter the lights of Shadowland;

The pelting rains on the window, hark!

Are ripples lapping upon its strand.

There where the mirror is glancing dim,

A lake with its shimmering cool and still:

Blossoms are waving above its brim,

Those over there on the window sill.

Rock slow, more slow, in the dusky light,

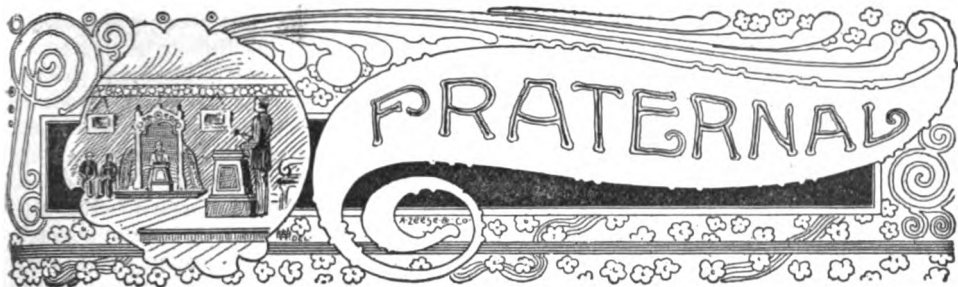
Silently lower the anchor down;

Dear little passenger, say good night,

We've reached the harbor of Shadowtown

—*Frederick News.*

Somebody has discovered that the berry of the Florida palmetto shrub is an excellent remedy for soreness of the throat, cough, catarrh and colds in the head.



CLIFTON FORGE, Va., March 29, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Please publish the following in the CONDUCTOR:

REWARD.

As we have never seen a line in the CONDUCTOR from the corresponding secretary of Division 184, and fearing he is indisposed or some trouble has overtaken him, we offer as a reward for him, or information regarding the trouble which prevents him from writing, one large water melon, in season. If it was melon season now, we could excuse the Brother, for not writing, as we understand he was busy last season. All widowers, however, are busy certain seasons of the year in this section of the country: they are an industrious set of people.

GET THERE.

SOUTH QUEBEC, April 20, 1890.

Editor Railway Conductor:

Please grant me a little space in the CONDUCTOR as you have not heard from us for a long time. I will try and give you and the readers of the CONDUCTOR a few items:

First.—Defries Division No. 88, at one time was to have its charter arrested, as trouble arose through the location of the division, and not having the proper members to keep it alive and working, as it should. They had no hall to meet in—simply no money to lease and hold one, although there were about ten worthy Brothers who met in the B. of R. B. hall, at the foot of Patons Hill and St. Lawrence street. They decided to work up No. 88, and make it a good and prosperous division, which they did, and it is now in good working order.

For our success, too much praise cannot be awarded to Brothers, J. Couturier, J. Barry, F. Dorwin, M. Dussault, J. Huppe, Geo. Walker, etc. But for them, 88 would have given up its charter. May God bless and protect them in their walks and runs through life, and may they help to hold the charter until time shall be no more.

Brother Huppe, C. C., and Brother G. Walker, are hard workers, and make the members be on

time, or Couturier side-tracks them, and Alexander handles the books.

Business on the I. C. R. is very good at present. There have been some changes in the system. T. Crockett, our chief despatcher, has resigned to accept the position of general manager of the Tumsconta Ry, Quebec, with headquarters at Rivir Du Loup, P. Q., having control of the traffic and operating departments. Mr. T. Crockett is highly spoken of as a good, reliable business man, and has been associated with railways for a number of years, and what few of the employes that have come in contact with him, speak in the highest terms of him. You will hear from 88 at some future time through the regular correspondent,

Yours truly P. F.

M. A. T.

WATERLOO, Iowa, April 26, 1890.

Editor Railway Conductor:

We did not elect a correspondent at our election of officers, and, therefore, cannot blame any one in particular, that Johnson Division No. 67, has not been heard from through the columns of the CONDUCTOR.

Although we are rather quiet in our part of the world, we take a great interest in the welfare of the O. & C. There are several very important questions before the Order to-day; some of them will be acted upon by our Grand Division at their next meeting, I presume. I would like to urge upon all those who are members of the Grand Division, in particular, to discuss these questions in a fair, honest, unprejudiced spirit, ever keeping in mind the golden rule; "Do to others, as ye would that men should do unto you," which, if there is no hereafter, is a good rule to follow in the practical duties of every day life. After these question have been fully discussed, let them be acted upon according to the very best judgment, regardless of personal feelings. The division room is the place for those of us who compose the rank and file, *kickers included*, to discuss these matters. I am sorry to say our division has not done this as much as it ought. Other business and want of time have prevented us.

In regard to federation, I am first, last, and all the time opposed to it, as I understand the end to be attained by the projectors of the scheme. The majority of the Brothers in Division 67 with whom I have talked on the subject, and a few from other division are opposed to it. We are willing and anxious to be on friendly terms with all orders—with all men. But we are not willing to bind ourselves in a manner which may compel us at some time to do something which we do not want to do, or withdraw from the Order. As one Brother has said: "the engine will be too ponderous to handle." Not only that, but the train of dissatisfaction it is sure to haul, will be very likely to break in two. Let us stand by our colors. This is an age of progression; but I do not believe that interfering with our "strike clause" means progress for us.

In regard to compulsory insurance, I am not in favor of it. While every railroad man ought to carry insurance of some kind, many of us have other insurance that we do not care to give up. The insurance is a very good thing, but we should not forget, that the Order of Railway Conductors has other matters of great importance to its members to consider. I believe if compulsory insurance is adopted, it will keep many from joining our Order, who would otherwise become members.

I am in favor of every division being represented by one of its own members in the Grand Division. I am also in favor of biennial sessions. It will reduce the cost very materially. We all know that the greatest expense for a division to bear, is in sending a delegate every year to the Grand Division. It seems to me we have had experience enough, to place men at the head of our Order who can be trusted to hold their office for two years; that any law which may be made, ought to be good enough to last that length of time.

Division 67 is again in good working order. Nearly all who are near enough to attend take an interest, especially the officers; some of them laying off and losing a round trip, rather than miss a division meeting. We have not failed to have a meeting with a fair attendance, since the election of officers. We have initiated four candidates in the last three months, and have four more applicants for membership.

Hoping and praying that the next meeting of our Grand Division may be the beginning of an era of prosperity and harmony for the O. R. C.,

I remain, very truly yours in P. F.,

G. O. MILLER.

While it is a common saying that a conductor is simply a brakeman who is for the time being promoted, and who may at any moment drop

back to his position in the first rank, we may say on the other hand that every brakeman and freight conductor is justified in looking forward to the time when he will be running a passenger train, and every man in the lower grades who attends properly to his business is entitled to consider himself a passenger conductor of the future. The average passenger conductor of to-day has served a long and arduous apprenticeship in the past, an apprenticeship which has cost nothing to his employers, for he has continually performed duties responsible and dangerous, in lower grades, at smaller wages, and at the same time, by observation and the nature of his work, has fitted himself for promotion. How dangerous his experience has been no one knows better than he, who, looking backward, is appalled as he counts up the number of his fellow-workers in the past whom he has seen killed or crippled for life while in the pursuit of their vocation.

To be a success as a conductor he must have some educational qualifications to commence with, and while a thorough college course may not be necessary, a good business education most assuredly is. He must be a good check clerk, quick to notice any errors in the thousands of way-bills passing through his hands, careful to note the condition of all the varieties of merchandise he handles, competent to write a plain and terse account of the many matters requiring report to his superior officers, ready to do all these things in the minimum of time, and with sufficient confidence in his own carefulness and accuracy to be prepared to make positive statements at much later dates, or he is not a success as a freight conductor, and his chances for promotion are but small. When he leaves the freight service to take a passenger train he must be able to bring other qualifications to bear to be a success. He must have a keen knowledge of human nature, and will require plenty of tact and self-control. He must be ready to listen to every one, no matter how limited his time, and while he must treat every one as fair and honest until he can positively prove to the contrary, he must be on his guard against fraud in every conceivable shape and variety. He must be often the corrector of errors in others and must be patient in temper and gentlemanly in demeanor under insult and abuse.

On the other hand, he will sometimes find it necessary to be vigorous and even aggressive; the force of Bismark and the biceps of Sullivan combined would not be too much to deal with some of the conditions the passenger conductor occasionally has on his hands. He must also have a thorough knowledge of the rules and laws relating to his business, some of which are of the most imperative nature, the slightest deviation

from them perhaps resulting in frightful consequences, while others, apparently just as imperative, must be acted upon with judgment and with allowance for surrounding circumstances, or his zeal may cost the company an expensive lawsuit. Added to all this and of greater importance still are his responsibilities for the lives of his passengers and the safety of the company's property. How often he runs into a junction office and quickly but carefully checks up a register, gives a signal to his engineer, who, relying on him, pulls out with all the speed he can, and suppose the conductor has overlooked one delayed train, how fearful may be the result.

Have the owners and managers of our great roads ever noted the fact that for every bad accident caused by the neglect of conductor or engineer, there are ten caused by worn out or defective material, unsafe bridges, landslides and wash-outs?

The above are but a small portion of the duties of the conductor, and indeed a capitulation of the whole would be too much for our space, but surely enough is shown to prove his right to a better salary than he usually obtains. I wonder if our managers ever figure what it costs to support a family in a decent manner? First, deduct from the present conductor's pay sufficient to keep him in neat uniforms purchased by him at the company's request—in other words, their uniform paid for with his wages; then his expenses at the other end of the line. He must keep neat and clean or he will not give satisfaction, and the nature of his duties causes three times the wear to clothing than any indoor occupation. Added to all these necessary expenses must be some provision in case of accident or death, or his family is liable at any moment to be left unprovided for, and here again he is at a disadvantage, for every passenger on his train, with the ordinary insurance companies, obtains better terms than the conductor; he therefore in self-defense joins mutual insurance societies formed amongst his fellow-workers, and by the amount of his assessments learns the justice of the discrimination against him by the regular insurance companies.

Add to all this the fact that at the end of twenty years of active service, instead of being in his prime, he will almost certainly be prematurely aged and unable to follow his occupation. The constant jar while in motion renders him peculiarly liable to kidney complaints, nervous affections, etc., when he should be at his best. Rather a gloomy outlook this for a man with the attainments of the average conductor.

During all his service as a passenger conductor he is expected to handle the finances of his com-

pany in a perfectly honest manner, and our managers know that his conduct in this matter is much better than could be expected under the conditions, occasional cases of dishonesty and the regulation sneer notwithstanding. Take any other business where men of ability are entrusted with finances and see the difference in their pay and that of the men below them. What is there in the duties of the bank cashier or teller that calls for greater ability or faithfulness than is required of the conductor?

There is not a business man in America that pays wages so small for services of equal value as is paid the railway conductor.

W. V. STAFFORD.

BOSTON, MARCH 19, 1890.

Editor Railway Conductor:

In regard to running trains on Sunday, "is it lawful to do good or to do evil" on that day? By Sunday, I mean the day Brother Wadleigh seems to refer to, the day we, as a people, understand is Sunday or the Sabbath. If we separate the two words as they are generally understood, we are trying to make a distinction without a difference. I am decidedly in favor of a day of rest and worship; a day that has been proven to be necessary to the best interests of man and beast. Our Great Teacher taught by precept and example that we were to do good and not evil, and this is a day that we have greater opportunity to do good and get good, and if we are wise we shall improve the opportunity. It has been proven beyond all controversy that one day in seven for rest is absolutely necessary to our best interests. Of course, we have a right to take any day for that purpose, but it is, as may be plainly seen, best for all, as a nation, that we have a national day, else the day of rest to some would be anything but restful to others who would prefer to stay quietly at home, or attend church with their families.

I have very much respect for the Brother who refused an office in one of our neighbor divisions because he was about to unite with the church, and he felt that his first duty was there with his family on Sunday. I would rather trust the happiness of my daughter to such a man than to an advocate of Paine or Ingersoll. Respt'y,

M. L.

GRAFTON, MARCH 16, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Mr. M. Severance says that Brother Wadleigh has some peculiar ideas in regard to the Sabbath. I think Mr. Severance has his peculiar ideas. He says this childish notion that Sunday is any better or more holy

than any other day is all gush. Now, Brother Editor, it may be possible that there are some people in the State of Vermont that have been taught to believe and think so. But on the mountains of West Virginia we have been taught that our Lord and Saviour Jesus Christ had risen from his grave on Sunday and triumphed over sin and hell. But that may be considered a small thing in the New England States. Again, he says, do not the clergy earn their salaries on Sunday? Nature performs her work; birds sing, sun shines, people are born and die on Sunday, and such a thing as the day of rest is unknown in Berlin. That is his argument for violating a positive law of God, delivered to Moses on Mt. Sinai, "Remember to keep holy the Lord's day."

Yours truly in P. F.,

JOHN C. DUFFY.

Division 190.

TERRE HAUTE, Ind., April 18, 1890.

Editor Railway Conductor.

DEAR SIR AND BROTHER: Notwithstanding the fact that I have long since, usurped far more space than should be allotted to any one correspondent, nevertheless, I wish to say something and trust you may find time and space for its use. Newspaper reports being true our Brothers at and east of Indianapolis, many of them are in trouble from the "festive spotter," who, like his *prototype*—the bed bug—can only leave his *stink* and *bite*. I am sure if you would ask any *fair* and *high-minded* Superintendent or General Manager, if he would believe one of these bipeds on oath, he would say, "No, sir." Then why are the oldest and best conductors in the country to be so unceremoniously dismissed without any show for a defense, or a knowledge of who are his accusers? Please note the difference in the opinion of Supt. Woods, of the Pan Handle system, and the chief officials of the Vandalia line. Mr. Woods says: "After a few years they cease to be useful." President McKern and Col. Hill argue differently, and claim that all of the latent qualities that go to make a perfect conductor, are drawn out by long and continued service. Statistics show that seventy-five per cent. of the accidents happening on railroads, through neglect and incompetency, occur in the first twelve months of the services of the conductor having the accident.

Let us hope that a storm of indignation may assume such gigantic proportions among all fair-minded officials, that this invisible creature must forever hide his diminished head, for there is so much injustice in these wholesale discharges, that something will come to the surface to even up such matters, or at least let us hope so.

For a fawning truculency and insufferable impertinence, please commend us to "Legetime," the colored potentate who presides over the "kinky heads" of Hayti, than to any individual that seeks such unfair method of dismissal of any man in the train service.

Fraternally yours in P. F.,

C. H. ARTHUR.

Division 92.

WILMINGTON, Del., April 10, 1890.

Editor Railway Conductor:

DEAR SIR: Since my last letter, Division 224 had a very pleasant trip to Richmond, Va. We left Wilmington in a special car attached to rear of Southern Fast Mail at 8:04 a. m., Sunday, March 23d, with the following Brothers in the party: C. F. Sherburn, J. T. Layfield, W. Pierce, F. J. Boylan, I. T. Parker, J. M. Young, N. J. Workman, C. T. Wilson, F. E. Emerson, B. F. Barker, W. H. Morris, J. H. Warfield, C. E. Wyman, C. D. Lack, T. A. Kane, J. G. Williamson, J. T. Sweeney, W. J. Johnston, H. B. Sweeton, W. E. Townsend, H. O'Neill, all of Division 224. W. H. Post and E. E. Bassert, of Division 162, J. S. Mewshaw, of Division 5, R. J. Foulon, of Division 204, A. H. Butler, of Division 229. We were joined in Washington by Brother J. R. Reagan, of Division 158. We had lunch served on the train after leaving Washington, and all enjoyed it very much.

En route we were shown the National Cemetery at Fredricksburg, the old frame house in which Stonewall Jackson died, and many other places made historic by our late war. At C. & O. Junction we were joined by Brothers A. J. Blanton, C. D. Goodwin and J. L. Pettus, of Division 152; at Ashland by Brother C. G. Blakely, of same division. Arrived at Richmond at 2:45 p. m., we were met at the depot by the following named Brothers of Division 152: E. W. Mosby, T. A. Goodman, L. C. Schwerckert, W. L. Harris, J. K. Michie, J. C. Daswell, J. F. Davis, J. T. Cook, C. G. Wright, W. J. Tyler, E. Bassunt and E. K. Grady, with cabs in waiting for a visit to the prominent places in the city. The first place was the home of the late Gen'l R. E. Lee; thence to white house of the confederacy, where Jefferson Davis lived during the brief existence of that government; the State Normal School; thence to the old building once occupied by Washington as his headquarters during the Revolutionary war, the site of old Libby Prison; from there to Libby Hill overlooking the James river and the city of Manchester on the opposite shore, where the boys enjoyed the splendid view; from thence to old St. John's P. E. church, in which Patrick Henry made his famous

speech at a meeting of the Virginia House of delegates; from this historic house to Taylor's Hill, where another beautiful scene lay out before us. Almost the entire city of Richmond is to be seen from this hill, and presents, with the surrounding country, a panorama of beautiful scenes. Gamble Hill Park, Lee's Monument, Monroe Park and to Hollywood Cemetery, each and all of which were places replete with interest to the visitors. The tombs of ex-Presidents Tyler and Monroe, that of Gen'l H. A. Wise, Gen'l J. E. B. Stewart and the monument erected by the Hollywood Monumental Association, to the memory of the confederate dead were visited in turn, and at each place memories were revived and historic associations talked of, that made each one a marked point in the brief but entirely pleasant journey. At about 5:30 o'clock we reached Murphy's hotel, corner Eighth and Broad streets where supper was served in the best style, and we all enjoyed it, as we had done our trip through the city. And here we were permitted to grasp the hand of many Brothers we had not met before; and who did all they could to make our visit a pleasant one, and to say they succeeded does not express it.

The time to leave for home having arrived, the Brothers all went to the depot with us, where the good-bye was said, and we left for home, arriving at Wilmington at 2:50 a. m. We desire to thank the officers of the B. N. & B. R. R., the R. F. & P. R. R. for kindnesses, and Mr. C. E. Doyle, superintendent C. & O., who very kindly tendered us the courtesies of his line to Newport News. I was very much impressed with the manner in which we were treated and the kindly feeling that prevailed, and thought if we all would try to be happy and make others happy, what a power for good our Order would be.

I want again to thank every Brother of Division 152 and any others that helped in any way to make our trip so enjoyable, and our prayer is that God will bless all the members of Division 152 and their loved ones, and our whole Order.

Yours truly,

I. T. PARKER.

To Editor Railway Conductor:

Extracts from the minutes of a union meeting held in Philadelphia, April 6, 1890, at which there was an attendance of 302 members, representing forty-three Divisions of the O. R. C. G. C. C. Wheaton, G. A. C. C. Wilkins, G. S. & T. Daniels and C. E. Weisz, of Insurance Committee, Grand Officers, present.

Meeting convened at 1 p. m. and closed 11:20 p. m.

Motion—That the basis of representation be

one delegate for each fifty members and an additional representation for over one-half of each additional fifty members. Carried.

Motion—That the G. Div. sessions be bi-ennial. Carried.

Motion—That G. C. C's salary be \$3,000 per annum; G. Sec. salary be \$2,500, and that no salaries be paid the G. A. C. C., G. S. C. and Editor of Magazine. Carried.

Motion—That one year's service constitute eligibility to membership. Carried.

Motion—That we are opposed to federation, but favor harmonious relations with other organizations of the railway service, avoiding entangling alliances. Carried.

Motion—The insertion in the statutes and corresponding language in obligation, "That no member of this Order shall engage in or be interested in the sale or traffic of intoxicating liquors, knowing them to be used for the purpose of a beverage." Carried.

Motion—That our laws and ritual should remain as at present on the strike question, and we hereby pledge ourselves to do all in our power to prevent any changes being made in our obligation and that we do all in our power to carry out the sentiments of the 20th session of the Grand Division at Toronto, Canada, when it stated: "That no coalition, combination or alliance, should be formed by the O. R. C. with any labor organization, and our Grand Officers are hereby forbidden to enter into any combination with them or any of them;" and that this resolution be published in our magazine. Carried.

Yours in P. F.,

F. W. MACVEIGH,

C. C. Div., 204.

Chairman of Union Meeting Committee.

Any one knowing the whereabouts of James C. Aldrich will confer a great favor upon G. O. Miller, Manson street, Waterloo, Iowa. Brother Miller is Secretary of Division No. 67.

* *

If any Brother has any knowledge of the whereabouts of Geo. W. Glessner, who was at one time yard master on the Peoria, Decatur & Evansville R'y, and also a conductor on that road, will he please correspond with R. J. Hull, Buckingham, Ill.

* *

We learn that Mr. E. P. Ripley, general manager of the C. B. & Q. R'y, has resigned, to accept the position of Second Vice-President of the Chicago, Milwaukee & St. Paul R'y, and Mr. Geo. B. Harris, of the Burlington & Northern, succeeds Mr. H. B. Stone as Second Vice-President of the C. B. & Q. R'y.



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 10 Public Square, Cleveland, O.

WM. P. DANIELS, MANAGER.

THE PAST, THE PRESENT AND THE FUTURE.

It is but a few years since the Order of Railway Conductors was a mere handful of brothers united in one common cause for the purpose of mutual protection and for the advancement and prosperity of its members, as also the worth and benefits of its Mutual Benefit Department. Through tribulations and trials it struggled along for several years, until finally it gained a new impetus, and its growth since 1882 has been more than the most confident anticipated. Their laws were founded on certain principles that were different in some ways from those of other labor associations. And their prosperity has been steady and has (generally at least) afforded very sure evidence that as a society they were respected by all who were willing to be their friends. As to the benefits rendered its membership, all has not been accomplished that may have been expected or even desired. But while this may be true, it may not be amiss, indeed it may not be unwise, for every member of this Order to take a little of his time and look over the history of the past, dot down carefully the benefits we have received, and then gather up as far as possible the benefits gained and the losses sustained by other organizations, and then carefully compare notes. It might possibly surprise even those who, to-day are loudest in their assertions that we have accomplished nothing. We will venture to assert in all truthfulness and brotherly love, that there is a large percentage who have failed to do this in any way.

It is often remarked that "a tree is known by its fruit. This in a measure is true. But if you liken any society to a tree that bears fruit, you *must* be generous to both, and be willing to give a fair show to the tree at least. If the tree be healthy and vigorous, no rotten bark or heart, and every limb covered with animate being that gives glow and color to the green leaves and the buds and blossoms; if from the roots there flows the sap that gives strength to all these, then you may expect great and abundant fruit or foliage.

On the other hand, if some vile worm be at work in the bark, or the soil be so poor no nourishment is sent out, or if one half be dead and the other, turning its head, says (only in pity and sorrow), "I may as well die, too"—the beauty and the value of the poor old tree is soon lost forever.

It is just the same with any society, wherever and whenever every member thereof works together in the common cause, trying with might and main to see which can do the most. If controversies arise or difficulties come in your path, be a man, rise above and surmount them, and for God's sake, and more for your own a great deal, "look pleasant and don't grumble." Then you have a tree that will bear good fruit, and the hue of the green leaves will attest to its healthy condition. If the soil seems to be getting a little thin, enrich it with your best endeavors; sprinkle around its roots 30 per cent of kind intentions and active work for its good health. Do not, if you see here and there a dying leaf or a withered bud, go out every morning, frown at it, and get mad and throw stones and clubs at the poor thing. But on the contrary say a good word, and above all things "look pleasant and don't grumble."

And now if you will take this comparison home to your own hearts, and study it well, what will you see? We will tell you, but please do not tell any one that we said it. You will see the main cause of all the dissatisfaction in the Order of Railway Conductors to-day.

Now we come to the present. The time to act, the time to do. What? Just exactly what is right. You ask me what that is? I cannot tell you. Neither is there a human being that can. But you, the delegates and members of the 22d Grand Division, now in session at Rochester, can do so.

You ask what is the course to pursue? Look over the field carefully. See that the whole nine are in their places. Do not put a good third baseman on the pitcher's plate, who is good for nothing there. Do not ask a No. 1 captain to

keep the score. Do not fill the infield with players who are so far out all the time that they cannot or will not see the ball. Read over carefully your rules. If they have helped you in the game in former days, let them alone. If there are some that have made you lose, change them, but above all things don't put in their place or add new ones that will defeat you. Then, after this is all accomplished, take your places. And do what? Nothing under the heavens but "play ball." Not as nine different players, but as one man. Then the victory will be yours and ours. The future will be assured.

Gentlemen and brothers of the 22d Grand Division, in all your work, just consider the interests and welfare of your membership. Be sure you do what is right. And then everybody "play ball."

SHALL WE BE DISAPPOINTED?

We are anxiously looking for the good things that may be accomplished by the delegates now in annual session at Rochester. Years ago there were but a tithe in number to what there are to-day. Consequently there is more diversity of opinions, and also more questions that come up year by year that are worthy of careful thought and study. Questions that are of the deepest interest to the railway conductor. Vital both in their bearing and in their reality. These cannot be ignored. They will not be passed thoughtlessly by, for every subject that is of importance will receive proper attention. No one can rise up from his seat and say the subject under consideration is of no consequence whatever. It may not be to him, but to others it might be of vital importance. One great cause for all this lies in the fact that the conditions and surroundings of so many members of the Order are so different that a general rule or line of operation will not fit the case of every one. We are not speaking now of principles nor of the policy that governs the general conduct of this Order, but more particularly of the work that may be accomplished whereby the individual membership may be assisted in all ways that tend to their prosperity as conductors. There is a portion of this membership that really need but little assistance at any time. They have either been wise or lucky, or both. They have accidentally or otherwise had the good fortune to be in the employ of some company who have deemed it to be to their own interest to reward them with at least fair wages for their labor. And have also learned the all-important lesson, to treat their employes as human beings instead of slaves. As if they were men instead of machines. And whose officers

have learned one important lesson, which is that kind words are more active helpmeets toward bringing a return of good deeds than curses and fault-finding.

Where this is the condition of affairs between the company and employe, there is but little need of any great amount of help or assistance from either a society or from individuals. But, alas, this is only the bright and picturesque side of the painting, while the other is clouded and full of unhealthy colors on account of the injustice that is either thoughtlessly or purposely heaped upon them. Many a conductor who is efficient and capable, who has followed his profession (for it is a profession) for fifteen or twenty years, who draws a salary this month of \$60, next month \$55, the one after \$50, and who is almost spit upon by his superiors if he dare to hope for better days, does not look at the good effects of any law or its workings as the one does who has no reason to be dissatisfied. The one who can go to his superior officer and meet him on common ground, converse with him as mortals alike, only in position, he gets kind words in return. A promise for a little more pay in the future as soon as it can be brought about (and one which he knows will not be broken). Still has faith in mankind and lives partially contented in what he now has and hopes by good conduct to gain in the future. There is another class, and their names are many, who get even more than this as far as volume is considered. They get elegant promises year after year, even told that they are doing well; we think everything of you; could not spare you under any circumstances; keep up the good work until the proper time arrives. Even this class of conductors, if promises were bank notes, would be millionaires to-day. But lack-a-day. Promises will not buy clothing nor any of the necessities of life.

Then there is still another class, who get less than this. That is, less in benefits and money, but more in something else. In addition to these promises, easily made, they are honored with curses, short, crusty answers, made to feel that the pleasant and good things of this earth were made for the service and not for the one who performs such service. Even men of this class feel quite different from the ones who are at least well rewarded for their labor and well used by those who have the opportunity to exercise a little power. So you can see that there are two sides to every story. There are two sides to a conductor's life, and the side that needs the benefits is the side that can be given all that we as an Order can bestow.

So in the work of this Grand Division, although we cannot tell what laws will be enacted, neither

what changes can be made, let us hope, and rightfully hope, that one important measure will be strengthened to the end that justice may always prevail. See to it that some provision is made, so that you as the representatives of the railway conductors can approach any of the official regime of any corporation, and explain to them in detail (not to one but to all) the impunities that are inflicted upon worthy, deserving men, entitled to better, far better usage. And now you will undoubtedly ask this one important question, what good will this do? We will be honest, however, and say we do not know. But one thing we are certain of: it will do no harm, and we will have done our duty.

And now we look with great and abiding faith to the good sense of the delegates to this 22d Grand Division for the enactment of such laws as shall make us stronger as a society. More firmly resolved to act as brothers, one toward another, to the end that we may all be worthy of bearing the name.

THE DIGNITY OF LABOR.

This may be a new idea to some of our readers. We are aware that it is a false idea to many, who have no conception of there being any dignity to anything that comes through any channel but that of blood, birth and riches. No matter how imbued the blood may be with the taint of things unworthy, or the birth with sins of former generations, or how unholy may have been the ways in which these riches may have been secured. It is enough for them to know, that the two first can be traced back to some place or person, that boasted of a royal heritage and royal name. While if the latter is obtained, no questions are asked. No exceptions are taken, no bar placed in their pathway which savors of reproach or scorn. And the idea to this class of people is a very humiliating one, that there is such an element in life as "Dignity in Labor." And, after we have given a little careful thought to this subject it is not so very strange a thing to us, that so many in the world have never beheld any worth, beauty or dignity in things they have never had any taste for. In things they know nothing about. In an element in this world's prosperity that they have been brought to believe is degrading. A sacrifice because of poverty. The natural condition of serfdom. The proper place for slaves. This class of people dwell not alone in the homes of those that are really wealthy and aristocratic. But, also among that class of people who live on nothing, and their only title to what they call dignity in this life, is snobbery. Of the two the latter is the most to be despised. While if our sympathies

were to be enlisted with either we would be lenient to the first. Labor was the first element of success that ever greeted the annals of history. It was handed down to us by the Master and Creator as an heirloom, to be rightfully proud of, long before riches had even a home or a place in this world. By the hand and the strength of the Almighty it created this universe, and from the mouth of him who knows of no dignity but honesty, uprightness and purity of love, this work of labor was pronounced blessed. And it contained the wealth that was on earth at that time, and has gathered in all the riches that have been honestly obtained since the creation of the world. So the word had no degrading sound in olden times, and along the shores of Gallilee when the Savior of mankind and His apostles were rich in the field of labor and honest toil, we read but very little of the dignity that hovered around them on account of riches, of wealth, of caste, of position, of capital, or of trusts and combinations. Standing at the head of these working men, who were carpenters, tent makers, fishermen, etc., (all working men), was the Savior, whom Dr. Talmage says "Never possessed but sixty-five cents in all his life" (or at least there is no account of it). There appeared to be no dignity to Him in the fact, that he was possessed of this limited amount. But the dignity all centered in the fact, like an honest laborer among his fellow men, he had enough to pay his taxes. And among the chosen of his disciples there was only one who struck. Yes, for thirty pieces of silver, and he was sorry for it the next moment. Any person, who by dint of good management, who by practice of economy, good judgment and honest and honorable use of his best talents given him, who accumulates wealth and makes a proper use of the same, lends a dignity to the value of his accumulations in the same ratio as a proper return is shown that in any way benefits the world and its possessor. But the individual who never earned a dollar in his life in an honest manner; the one who inherited all his wealth, never adding a penny thereto unless at the expense of others, but is continually drawing from the principal to the end of his life, both the man and his wealth have lost all title to the name of dignity, and are as useless to society as the silent sands that idly lie on the shores of the sea. You may ask what branches of labor are entitled to have this name applied to them. We answer every one. There is the same amount of worth and dignity embodied in the results of the labor performed by the man who shoves the plane, or handles the shovel on the section, as there is in the work of the finished artisan, or the painter, who sits beside his easel, and with brush and crayon executes the finest painting in the world.

It is the interest which they take in their labors to make them perfect, that gives the dignity, and the use they make of the avails of such labor. All men are not endowed with the same treasures of skill, and cunning of the eye, and hand and thought; but he who does the best he possibly can with the means and ability he can command, and makes the wisest use of the returns which it awards, bears off the palm of dignity, that awaits honest toil and labor, no matter what his profession may be. While on the other hand, the man or men who live and profit at the expense of others; the ones who "sow not, neither do they reap," yet wax rich because they impoverish the poor man, because they gather wealth and abundance off of the sad necessities of others, is a cipher in society, a nonentity in the community. A meaningless stumbling block across the pathway of the men of toil. Yet, alas, this world is full of this class of human beings. Our prisons, jails and almshouses have delegates from their ranks. They stand on the street corners of every city and hamlet in the universe. They call at your door and mine, asking for a meal of victuals, not because they are in want from sickness or misfortune, but because this is the profession they follow. They break into your homes when darkness envelops the earth, and rob you of all they can find. In full dress paraphernalia, with eye-glass fixed, they play the gentleman in polite society, and the one who may be the dupe learns too late, that there is neither dignity or honesty, attached to his calling. But honest, honorable, righteous labor, wears the emblem of true dignity, that gains the admiration of all true and honorable gentlemen, no matter how rich they may be in this world's goods, and all there is yet to be added, is a proper recompense that will yet be awarded to all those who toil to make others happy, then will the dignity of labor receive its proper reward.

THE BUSINESS OUTLOOK.

In looking over the columns of a daily paper a few days ago, we noticed that there was one branch of business that seemed to be in a flourishing condition. The carpenters, masons, miners, shoemakers, carriage builders, coal hands, ship carpenters, and a host of people in nearly all branches of business were either out or preparing to go out on a strike, unless certain demands were acceded to and certain difficulties settled. We are here to acknowledge that this is a free country, and every individual, no matter how rich or how poor, has a perfect right to work, or be idle as best suits their convenience or pleasure. But we are of the opinion that in the end it is an exceedingly expensive luxury, that both sides are indulging in at

the present time. The laboring man claims that it is not so much a matter of dollars and cents with him as some may consider it to be, but it is also a matter of principle and justice, that they are only asking for what is right, for what they are justly entitled to, and this they are bound to have. On what grounds the business men and the capitalists base their opinions it is hard work to determine. If is considered by them a matter of right and justice, or if a great principle be involved, and their rights as American citizens are invaded it would seem that there might be some way out of the difficulty, that at least for the present would be less expensive than the present method. A stubborn and earnest endeavor on the part of either class to widen the breach does not, to our mind, seem to be the cheapest way to settle the difficulty. It seems also, as if capital had resolved to hold up its head, rest on its dignity (if there be such a thing), while labor had got mad and stood in its madness laughing at the others. But while one side is on its supposed dignity and the other laughing in its madness, there are no shekels being gathered in by either one. How would it do for both to act on the supposition that each may have asked for a trifle too much, and get near enough to each other to reason among themselves, and for once do what is just and right between man and man? This would, if accepted, settle the difficulty, and the principle there is so much said about would settle and take care of itself. There may be lots of fun in being out of work or being out on a strike. There may be any amount of amusement to the other fellows when all the industries of this great country or so many of them are paralyzed, but it is certainly a luxury which involves a great deal of bitterness, and is very expensive.

It is a trifle over four weeks since were we taken down with the second attack of the Grippe, and this is our first appearance in the office. We came near bidding good-bye to our friends, but thanks to our physicians, to our excellent friends, and especially to our good wife, we are still on this side the river and will try once again to do the best we can for the RAILWAY CONDUCTOR. We wish to express our most sincere thanks to Brothers Wheaton, Daniels and Sackett, as also to their families for so many kindnesses that we may never be able to repay, and sincerely hope will never have the opportunity to do so in like manner. The kindness of Brother Sackett in the help he has favored us with in the work of the Magazine will always be kindly remembered. And the gentlemen who have been so lenient with us in the office of publication are not, neither will they

be forgotten. And now a word to the readers. Have you ever made the acquaintance of "Grippe" the second time? If you say nay, then we beg of you not to use any extra endeavors to do so. His first visit is bad enough, but the second is the crowning effort of his life. Let him pass by if he will for the first time; he only introduces himself in a sort of an off-hand roundabout way, but when he comes again, look out; do not be enticed into entertaining him on account of his Russian airs or pretense of nobility. And if the promise is given, it will only be a slight attack like having the varioloid, don't believe a word of it. He is a liar from away back. When you are so weak that when you lie down you cannot sit up, and when you stand up you have not strength enough to fall down, you will be satisfied with the perfidy and lying to which he is addicted. When he gets you in his grasp and breathes in you a miasma that gets you down so that you do not know anything (even less than when you were perfectly well) you will acknowledge the truth of these remarks. When you have averaged about an hour's sleep for each night for four weeks and lain awake day times, you will feel like saying of Russia what Mr. Vanderbilt has been credited with saying in regard to public opinion: "O, the grippe, the grippe, the horrible grippe, as treacherous as you can be; If you come again, please let us slip, for you have no charms for me. You are a visitor that nobody wants; go back o'er the ocean's foam, Or go to the hades of darkest night—Go anywhere, but let us alone. You are full of aches and pains and woes, a bundle of pricklers and thorns; From the hair of your head to the tip of your toes, you ache like a surplus of corns."

Tuesday, May 13th, the 22nd Grand Division of the Order of Railway Conductors will convene in the city of Rochester, New York. The opening exercises will be held at the City Hall, and we learn that the reception committee and the committee on entertainment have done everything in their power to make this a "gala day" for the Delegates, visiting Brothers and their families. Eminent gentlemen have been invited to participate in the exercises while the citizens of this beautiful city have selected out of their representative men, a number who will welcome the visitors, to all its beauties and adornments, as also its individuals in every branch of business. All of these will be a pleasure to every visitor and the remembrance of them will last and grow brighter in years to come. We trust that everyone will appreciate every kindness shown them. No more beautiful offering could be tendered the citizens of this city than to leave behind you an impression

that no company of ladies and gentlemen ever participated in and enjoyed their hospitality more thoroughly. In this matter let everyone try to exceed the other, so that the cities of the east will say with those of the west, "Sorry that you must leave us." "Happy to have you come again!" The worth and excellence of any body of men of every society is estimated by the conduct and behavior of the ones who are chosen to represent them, and on this account we trust that there will be nothing said that will mar the fair name of the Order of Railway Conductors.

We picked up a daily paper a few days ago and read an account of an order that had been issued by the officers of one of our western trunk railway lines, which in effect was nearly as follows: "On such a date a cut of such a per cent will be made, so that these salaries will be the same that they were previous to January 1st, 1890." "Also that these employees will be required to return to this company the amount of the advance they have received since that date." We certainly hope for the sake of common decency, if for nothing else in this world, that there is some mistake in this report. And if it be a mistake this company or any other that has been thus misrepresented cannot too quickly refute any such statement, even provided they could enforce any such arrangement.

We have in our railway experience seen some and heard of many more exceedingly cheeky things, but this one (if true) takes the palm; out Herods Herod and all his disciples. We are generally prepared to hear of anything almost that seems out of all character, but we must confess that this is a little too bold an experiment to seem likely to be true. The first portion of it is bad enough, but the second takes all the grocery and leaves no room for any one to make any discount.

We shall await with anxiety to hear a denial of this worse than abuse, but if we are disappointed, shall certainly speak in no uncertain terms in regard to this matter, that comes home to every railway employee. What is right in this world is right, no matter who the actors are, and that which is wrong, is governed by the very same principles.

We are not well enough to be in the office but a portion of the day, but it is a little bit lonesome even for that length of time. The familiar whistle of the Grand Secretary, (only excelled by the sweet tones of Mrs. Shaw,) are no more heard; neither the Grand Chief Conductor's gentle voice, as he says, "I believe I will indulge in a cigarette if you gentlemen have no objections." While Brother Sackett comes in no more and says, "What do you think the baby weighed last night?" And Joe, poor Joseph; you will all meet him and he will be glad to see you, and sing once more his favorite song, "My Marguerite." But the boys are busy, and there is enough for them to do, so that there is no mischief going on any of the time. But since we cannot be with you, we will offer you all this one toast: "Prosperity to the Order of Railway Conductors, and a happy time to all the delegates, their wives and sweethearts, the visiting members included."

MENTIONS

Brother T. J. Madden, of Division 65, who has been in the hospital quite a long time, at Philadelphia, returned home late in the month of April.

We wish to obtain two or three copies of the RAILWAY CONDUCTORS' MONTHLY for June 1889. Can any of our readers who do not care to preserve their files, accommodate us?

Brother James McPartland, delegate to the 22d Session of the Grand Division at Rochester, left the city Saturday evening, May 3rd. Brother Jim represents Valley City Division No. 58, Cedar Rapids, Iowa.

Mrs. C. S. Wheaton, with her sister, started for her home in Elmira, N. Y., a few days ago, where she will spend a few days before the meeting of the Grand Division, at Rochester. Bro. Wheaton will leave soon after his return to this office.

It is said by those who are posted in such matters, that the city switching at Colby, on the Kansas division of the U. P., is something enormous. It takes the wind out of the boys to think of it, at least it does to talk about it.

The "Bishop" has, after mature deliberation, decided to allow trains 601 and 602 to run a few days longer, and P. D. Q. says they can run if "it won't take more than five minutes." Bigelow thinks they should run "every day, sometimes" anyway.

Any brother knowing the whereabouts of Bro. A. B. Caldwell will please notify the Secretary of Britton Division No. 138, Garret, Ind., as matters of great importance are awaiting his attention. Should the brother chance to see this will he please correspond with Brother Blackburn at once?

On Sunday morning, May 4th, Brother Orange Sackett, wife and daughter, Irma, left on the early Northwestern train for Avon, New York, where

they will spend a few days with parents and friends, before they go to Rochester in attendance at the Grand Division. The only thing they left behind them to take care of the house and garden was "Fritz," the yellow dog, and he, poor fellow, is boarding out, learning to talk another language,

While wrestling with the "Sage of Russia" we were honored at our home with a pleasant visit from Brother Judd, of Division 96, Aurora, Ill. He is the delegate from that Division and a right capable and worthy one, too. It did us lots of good once more to meet our good friend and Brother, though his stay was short, as he must hie himself home again in time to go out on his run. Come again: stay longer, and we hope we may feel in better condition to entertain you as you deserve.

By a late decision of the higher court, it looks now as if whisky and beer would be as free in Iowa after a little, as the most sanguine might anticipate. And the prospect is, that the places where it can be purchased will be as numerous as are "base ball clubs. It appears to an outsider as if the Prohibition law (saying nothing of the effort or intention) had been much like the old saying: "Much cry, and little wool." We are thankful, that as far as the Grand Officers are concerned, it will make but little difference whether it be prohibition or extradition.

We trust the delegates to the Grand Division will not feel hurt, because we have taken the time and work necessary to mail them a copy of the RAILWAY CONDUCTOR (issue of May 15). Scarcely well enough to be about, we have taken great pains to make it a spicy, readable number, both for you and your families. To all our friends, we kindly ask you, to read it carefully, in half as kindly a spirit as the articles are written and selected. To our enemies, wherever they may be, we especially entreat you to peruse it closely, and criticise every line and word, for if you do this much, you will at least know what it contains.

We hope that the delegates to the Grand Division at Rochester will feel it a pleasure to call at the offices of the *Democrat and Chronicle* and *Union and Advertiser*. Leave your cards, brothers; introduce yourselves, for they will have much to say of you. And a short acquaintance may be beneficial to you all. Let them know that you are a reading, thinking class of people, and appreciate a live, energetic, first-class newspaper, and are good judges of the same. Don't be bashful; walk in upon them at any time of day (for you know you will all be busy nights, with meetings, entertainments, etc., etc.) And above all things do not be afraid to give them all the information in regard to your labors that is consistent and proper.

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One day last week this city received a visit from the "Southern California Exhibit train," in charge of Brother J. B. Lauck, member of El. Captian Division No. 115, San Francisco, California. We were not able to visit the palace of fruits, vegetables, minerals, wines and cereals, but our better half did the honors for us. She found our Brother and his estimable wife and daughter, as also another gentleman accompanied by his wife, nicely situated in their special moving car, living as cosily as if they were anchored to some fortress by the wayside. They have already visited New Orleans and other southern cities, thence to the Pacific coast and returned thus far, but will be gone from home yet a long time on their journey through the states. Success to you, Brother, and to the mission that carries you forward in your work.

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Nearly a year has passed since we took charge of the "RAILWAY CONDUCTOR." That many of our readers have been sadly disappointed we are well aware. For what is said and written we must take for granted. Now, we are not going to write a list of excuses as long as a grocery order, or take up time in telling why we have failed to do better. We will, however, without attaching a particle of blame to anyone, mention, in all kindness, one or two things that are absolutely true. There are about 15,000 members. We are confident that what would or could be printed in these pages that would exactly suit or even please one, would in no wise be agreeable to the other 14,999. Notice, if you will, the difference of opinions expressed, and a thousand more felt on all other matters pertaining to the welfare of the Order and you can judge a trifle of the surroundings that are in the path of an editor of a Fraternal Journal.

Our health has been such for the past three months that we have been nearly nobody, which

has made it up-hill business. Now, as to the future, we can only promise that we will direct our best endeavors to make the RAILWAY CONDUCTOR what we believe to be a periodical the best adapted to your wants and your wishes. Everything in our power shall be done for your good and for the best interest of the Order of Railway Conductors.

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With sadness we mention the sad accident which befell our most worthy neighbor, Art Maxon, former delegate to the Grand Division, Past C. C. and member of Valley City Division No. 58. With his estimable wife and daughter, they were driving down First avenue with his span of spirited tony bays, when some one drove up rapidly in the rear and his team becoming excited they turned one side, and striking the street car track the buggy tipped over, throwing them out on the hard pavement. Brother Maxon sustained serious injuries. One arm was broken, the bone protruding through the skin, two or three fingers broken besides other smaller injuries. Mrs. Maxon and daughter were also injured but not seriously. In addition to the Brother's injuries he had at the time an attack of the "grip," pneumonia set in which makes the situation more critical. He is receiving every attention that can be afforded him, and his friends in and out of the Order earnestly hope that his recovery will soon be assured. Both the good Brother and no less his estimable family, will please accept the sympathy of all the members of the Order of Railway Conductors.

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We are under great and lasting obligations to the *Railway News Reporter* for the compliment which was tendered us in the issue of April 26th, which we give space to below. It awakens within us a feeling of gratitude, that even one person will come to our relief and speak his mind in all the fulness of which it is capable. It certainly shows a Brotherly disposition which cannot but help add to the value of any exchange, as such comments must give pleasure to a large number of its readers. This one fact alone brings us enough joy to more than compensate for all the unkind things that our friends could say of us. Any other course that we might have pursued would have afforded them no such happiness, therefore we feel constrained to thank the gentleman for the beautiful notice so willingly tendered. We take the liberty to give it prominence, so that every member of this Order may know the writer's views, and also be given a taste of popular journalism:

It is regretted by a large number of the readers of *The Conductor*, the organ of the Order of Railway Conductors, that its editor has been confined

to his home for several months, which fact has made it impossible for him to take any part in the present discussion of matters pertaining to the good of the Order. It may be out of place but we cannot help remarking that the policy of the journal appears to be very weak. Never to our knowledge since we became a member of the Order have we noticed the slightest resistance in its columns against the many outrageous attacks on members of the Order—made by men in many cases who are lauded to the sky by that journal. It is not necessary to secure a Herr Most to edit *The Conductor*, but it would not be a bad idea to secure a man who had a spirit without a string to it.

* *

Until very lately we have (with a very few exceptions) endeavored to give space to all the communications that have been so kindly tendered us. But there have been within the past few weeks a few that have asked for admittance, that we have deemed best for all concerned that we omit them, for the present at least. Since the matter of candidates at the next Grand Division has been agitated, and there has also been some controversy in regard to the course to be pursued in matters of importance to the Order at the next session, a few of the brothers have thought it wise, and we presume for its best good, to give their opinions in regard to divers persons and different subjects in a way that to us seems to be almost any way but the right one. We have, after careful study in regard to this matter, made up our mind that the only proper place to ventilate these opinions (more especially where personalities are so largely indulged in) is confined to just two places—the Division rooms and the hall of the Grand Division. This talking and writing at long range is too often fraught with unpleasant hereafters that are so apt to lead to everything else almost but what is manly and gentlemanly (say nothing about what is BROTHERLY), that we do not deem it to be right for us to take a hand in at the expense of the Order of Railway Conductors. And for this reason and this alone we have thought it for the best to omit all such communications. We are perfectly aware that there will be some that will feel very hard toward the worthless editor because he has seen fit to pursue this course. In answer to this we have only a few words to offer. If we had taken the opposite course, you would after it was all over with blame us a hundred fold more than you will now. Oftentimes in this life a person will feel himself very much agrieved at the way he has been used by another, but if the last named uses real good, common sense at the time when his has in a measure left him, he will in after years feel very much obliged and also very kindly toward the

friend or brother who did him a favor when least expected. In no sense of the word whatever have we refused or deemed it unwise to give space to the opinions which have been expressed because they came from one side or the other; this has made no difference to us in one way or the other. We expect to give every one a hearing who is a member of the Order of Railway Conductors, but we do not feel that we can afford for your sakes to take up a long line of communication which would engender bitter feelings for a long time to come. Differences of opinion, different lines of policy, and ways and means for the benefit of the members of the Order of Railway Conductors, are natural consequences, which we must not only expect, but are also right in themselves. And if there is any vituperation to be used at any time (a question which I very much doubt), there are proper places and there will be proper times to place such things on exhibition. One thing seems to be very certain to us—that is that the pages of the RAILWAY CONDUCTOR are the farthest from being the proper place of all others. And after the march has been formed, the battle is over, the smoke all cleared away, the dead buried, the wounded carefully taken care of, and the energies of all once more engaged in their respective duties; such as will be honorable alike to themselves and to all others, we are perfectly confident that at that time nine-tenths of the membership of the Order will then look at this matter just as we have already done.

All Watn to Play First Fiddle.

In the grand orchestra of life everybody is anxious to play first fiddle. Nay, almost everybody does play it; for although the first fiddle absolutely may take precedence of all the rest, yet every second fiddle is first fiddle to somebody. As "fleas have smaller fleas to bite 'em, and so on ad infintum," so every man who tickles a superior has an inferior to tickle him. If it were not for this pleasant arrangement we should have no social harmony, and it is only when this system of relations is disturbed that we experience discords and crashes.

A man went to a neighbor, a Scotchman, and asked him to indorse a note in order to raise money at a bank. The neighbor refused, saying: "If I was to put my name til't, ye wad get the siller frae the bank, and when the time cam' roun' ye wadna be ready, and I wad hae to pay't, sae then you and I would quarrel; sae we maun just as weel quarrel the noo as lang's the siller's in my pouch."



At a regular meeting of R. B. Hawkins Division No. 114, O. R. C., held April 6th, 1890, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the universe, to remove from our midst by death, our beloved Brothers, Thomas Vaughn, and James Graham;

Resolved, That in the death of the Brothers, we have lost true and worthy members of the Order.

Resolved, That we extend our sincere sympathies to the bereaved wife and child of Brother Vaughn, and to the bereaved mother of Brother Graham, and commend them to Him who doeth all things well, even though they seem sometimes hard.

Resolved, That these resolutions be engrossed upon the minutes of our Division, and a copy sent Mrs. Vaughn and Mrs. Graham; also, a copy sent the RAILWAY CONDUCTOR, for publication.

Resolved, That being desirous of showing our respect for the memory of our deceased Brothers, it is ordered, that our charter be draped in mourning for the next thirty days.

J. W. CHESMORE, }
JOHN HUEBNER, } Committee.
W. H. WATTS, }

BURLINGTON, Iowa, May 5th, 1890.

Died at his home in this city, on April 17, 1890, of typhoid fever, William H. Workman, son of William and Sarah Workman, of New London, Iowa, born March 21st, 1859.

It is seldom that death finds a victim whose removal from time to eternity, occasioned grief so universal and profound within the sphere of its acquaintance, as did the death of William Workman, in the thirty-first year of his age. His disease is characterized as being one of great pain and anguish, which he bore with so much patience and fortitude, always loving and kind to all who were associated with him in his last long illness, never murmuring, and at last the silent messenger steals softly in and lays the icy finger of death upon the brow of the suffering patient, the devoted

husband, the kind father, the loving son. Called to dwell in a higher sphere by Him, to whose divine will all must bow.

Down through the valley of the shadow of death,
A Brother has gone to-day;
'Twas the voice of the reaper, who garners the sheaves,
Who has called him over the way.

Through the beautiful gates ajar he passed,
On his run to the heavenly home,
The Angels are there with their songs of praise'
And a calm, sweet voice says, "Come."

From pain and sorrow, from toil and from care.
His soul to-day is at rest;
Besides the still waters, in pastures green,
He numbers one more of the blest.

His wife and his darling child, that he loved,
His Brothers, his friends, do not weep;
Call him not back, he is happy to-day,
In Jesus, he is sweetly asleep.

MRS. C. A. ROUSE,
Creston, Iowa.

April 16, 1890.

LINCOLN, NEB., April 21, 1890

At a regular meeting of Claud Champion Division, No. 227, O. R. C., held in their hall, April 20, 1890, the following resolutions were adopted:

WHEREAS, God in his infinite wisdom has seen fit to remove from earth our beloved Brother Grant Norton,

Resolved, That we, the members of Division No. 227, desire to offer our tribute of respect to our departed Brother.

Resolved, That by the death of Brother Norton this division has lost an earnest and worthy member.

Resolved, That in his death his relatives have met with an irreparable loss.

Resolved, That our charter be draped in mourning for thirty days, and that these resolutions be spread on the minutes of this meeting.

A. L. SNOOK, }
A. K. WALDRON, } Committee
J. T. WIESMAN, }

SACRAMENTO, Cal., April 14, 1890.

Editor Railway Conductor:

At a regular meeting of Sierre Nevada Division No. 195, held on April 6, 1890, the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God in his infinite wisdom, who doeth all things for the best, to remove from our midst our worthy Brother, M. Norton, who died at Sutter City, Cal., on March 8th, 1890. Therefore, be it

Resolved, That in the death of Brother M. Norton, we have lost a true and worthy member of the Order.

Resolved, That as a token of respect to the memory of our departed Brother, who was a charter member of our Division, our charter be draped in mourning for a period of thirty days.

Resolved, That these resolutions be engrossed upon the minutes of this meeting and a copy be sent to the RAILWAY CONDUCTOR for publication.

J. F. CALDERWOOD, }
H. H. WELLS, } Committee.
M. V. MURRAY, }

At a regular meeting of Baraboo Division No. 68, O. R. C., held March 16th, the following was adopted:

Monday, March 10th, found the once happy home of Brother C. E. Hallisey in mourning for the loss of his only and beloved son, Leo, aged five years, a bright, healthy and happy boy, who had lingered in sickness until his infant weakness was no longer able to resist the strain, when the Angel of death relieved him of his suffering. It is sad indeed, to have our fondest hopes blighted by the hand of death, but the Angels have taken his pure and innocent soul to a brighter and happier abode, where he is safe from the trials and temptations of this world, to dwell as a guardian Angel of the fond and sorrowful parents; and when it pleases our Heavenly Father to call them hence he will be the first to greet them with the glad tidings of heaven and usher them into the presence of our God.

Lost! no not lost, but gone,
And we hope to meet our boy,
In the home that he has won.

The visitation of Providence that has reached the family of our hearty and genial Brother is, indeed, sorrowful; therefore the members of Baraboo Division No. 68, desires to tender their heartiest sympathy to the grief stricken family; and we hope, that, when it pleases God in his infinite goodness to call them home they may be united in a celestial constellation, in which their darling boy will be a bright and shining star.

Resolved, That this epistle of condolence be spread upon the records and placed in the pages of the RAILWAY CONDUCTOR.

J. P. DONAHOE,
W. F. FRENZ,
W. B. KENDALL.

ST. LOUIS, April 27, 1890.

At a regular meeting of St. Louis Division No. 3, O. R. C., April 27, 1890, the following was adopted:

WHEREAS, It has pleased our Supreme Conductor to remove from our midst Brother Francis M. Moore, by the hand of death; therefore, be it

Resolved, That the Brothers of St. Louis Division No. 3, learn with regret the death of Brother Moore. In his removal Division No. 3 sustains an irreparable loss. His upright conduct and manly bearing has endeared his memory to us, and in our hearts will ever be cherished the memory of Brother Moore.

Resolved, That the Charter of our Division be draped for a period of thirty days in respect to his memory and that a copy of these resolutions be sent to the RAILWAY CONDUCTOR for publication, and a copy sent to his sisters.

J. M. BABCOCK, }
W. F. LEWIS, } Committee.
F. D. HARTEL, }

DECATUR, Ill., April 24, 1890.

Editor Railway Conductor:

At our last regular meeting, April 20th, the following resolutions were passed:

WHEREAS, The Grand Chief Conductor of the Universe, having seen fit to call away our worthy Brother, J. H. Wright, who died of consumption April 2, at Desoto, Mo., be it,

Resolved That we, the members and brothers of Division No. 74, extend to his widow resolutions of condolence, and,

Resolved, That the same be printed in the RAILWAY CONDUCTOR, and a copy of the same be sent to his widow.

Yours in P. F.,

E. H. JONES, C. C.,
L. M. MURPHY, A. C. C.,
F. W. WILLIS, S. & T., *pro tem*.

EMPORIA, Kan., April, 1890.

WHEREAS, It has pleased our Supreme Grand Chief Conductor to transfer from this imperfect to that all-perfect Division above, where the Supreme Ruler of the Universe presides, our worthy brethren, W. H. Wood and N. R. Hubbard, who were active, energetic and useful members of Newton Division No. 11, O. R. C.; therefore be it

Resolved, That by the death of our esteemed brethren, this Division has lost two devoted members and the communities respected and progressive citizens.

Resolved, That while we tender the bereaved families our fraternal sympathy and condolence, we would direct them for comfort to the Grand Chief of the Universe, who looks with infinite compassion upon the bereaved members of families in the hour of desolation.

Resolved, That as a mark of respect for our deceased brethren the charter of this Division be draped in mourning for thirty days; and further, be it,

Resolved, That these resolutions be spread upon the records of this Division and a copy of the same be presented to the families of the deceased brethren, and that a copy be furnished the RAILWAY CONDUCTOR.

T. H. SEARS,
R. J. PARKER,
E. A. BATY,
Committee.

FARGO, May 6, 1890.

Editor Railway Conductor.

Regular meeting of Greer Division No. 72, O. R. C., held April 27th, 1890, at G. A. R. Hall, Fargo, Dak.

WHEREAS; It has pleased Almighty God to remove by death from the home of Brother A. L. Carey, a loving wife and mother;

Resolved, That the members of this Division most sincerely sympathize with Brother Carey, and extend to him our deep sympathy in this his hour of sorrow, No greater loss could befall man. What are riches compared with a loving wife? Never could money purchase the joys of man equal to that of returning home to a loving wife and happy fireside. Mrs. Carey was a true and loving wife; a true christian, and lived to make others happy.

Resolved, That these resolutions be placed upon the minutes of our Division, and that a copy be sent to Brother Carey, a copy be sent to the daily

papers of her old home, a copy sent to the Daily Argus and Republican, of Fargo, Dak., and one to the RAILWAY CONDUCTOR at Cedar Rapids, for publication.

Why are God's brightest flowers
Taken from their earthly home,
To share those Heavenly bowers,
And leave us here alone?

A loving wife and mother,
No greater joy for man;
He may seek the world over,
But will find none in this land.

T. R. SLOAN,
J. TROTTER, } Committee.
C. B. GILBERT, }

DECATUR, Ill., April 19, 1890.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from our midst our beloved friend and brother, J. H. Wright.

WHEREAS, While we humbly bow to the will of Him who doeth all things well, we do not the less mourn the loss of our brother, who has been taken from us.

Resolved, That by the death of Brother Wright, Division No. 74 has lost a worthy brother, the company an efficient conductor, and his wife and children an indulgent husband and father, and whose vacant seat in our Division will ever remind us that in the midst of life we are in death.

Resolved, That while our sympathy cannot assuage the sorrow which time alone can heal, we nevertheless extend to the family of our deceased brother our heartfelt interest in their bereavement, ever remembering that we are traveling upon the level of time to that undiscovered country from whose bourne no traveler returns.

Resolved, That a copy of these resolutions be sent to Mrs. Wright and published in the RAILWAY CONDUCTOR.

Approved April 20, 1890.

E. H. JONES,
L. CLENDENEN,
F. M. PARKER,
Committee.

LEGAL



Leased Road—Injury to Passenger—Assault by Conductor—Exemplary Damages.

Where a passenger purchased a ticket from L. to H. and took passage upon a train and was found by the conductor in the ladies' car smoking ~~cigar~~, when and where a difficulty arose, resulting in the conductor assaulting him and injuring him, for which injury he brings this action.

Held 1. That where a railroad company chartered by this state permits a foreign railroad company to operate a part of its road under a verbal arrangement, and the two roads form a continuous line, etc., the domestic company will be liable for injuries sustained on that portion of the road so operated by the foreign company.

2. That a railroad company cannot be made responsible for exemplary damages on account of injuries done by one of its servants (conductor), even though the act was wanton and malicious, unless the act was expressly or impliedly authorized or ratified by the company. Judgment reversed.

Ricketts vs. Chesapeake & O. R'y Co., Va. Ct. of App., March 29, 1890.

Carriers—Regulations as to Tickets.

is an action to recover damages for being ejected by the conductor, where the evidence showed that plaintiff arrived at station A. too late to secure a ticket, that the train was in the act of moving when he got aboard; that the fare to his destination was fourteen cents, which amount he tendered to the conductor, but the latter demanded twenty-four cents, offering to give a receipt, whereby plaintiff could receive back ten cents from any station agent. Plaintiff refused to pay the excess and suffered himself to be ejected. The trial court gave plaintiff judgment and the company appealed.

Held, reversing. That a regulation by a railroad company requiring passengers who do not purchase their tickets at a ticket office to pay a uniform excess of ten cents over the regular fare, which excess the passenger is entitled to have re-

funded on the presentation at any ticket office of the conductor's check, is not in itself unreasonable or oppressive, or needlessly inconvenient to the traveler.

Held, That a provision that the collection of the excess shall be omitted as to passengers getting on the train at stations where there is no ticket office, or on trains where, on account of the excessive rush of business, it is impossible to issue the refunding checks, does not render the regulation partial or unfair.

Rees vs. Penna. R'y Co., Penna. S. C., January 6, 1890.

Injury to Fireman—Lease of Road—Liabilities of Lessor.

In a suit for damages growing out of an injury suffered by reason of a collision caused by the negligence of the conductor of his train, in attempting to run said train on the time scheduled to a passenger train going in an opposite direction. The defendant demurred to the declaration on the ground that plaintiff was in the employ of lessee company, and that the injury was done by the said train being collided with another train of the said lessee, under the management and control and conduct of another servant of said lessee company, viz., the conductor on said passenger train. The demurrer was overruled, and judgment rendered in favor of plaintiff for \$10,000. Defendant appealed.

Held, That a railroad company which has, under authority of the legislature, leased its road, and transferred the exclusive possession and control thereof to another company, cannot be held liable for injuries thereon, sustained by a servant of the lessee, by reason of the lessee's negligence. Judgment reversed.

Virginia, etc., R'y Co. vs. Washington, Va. C. of App., March 16, 1890.

NOTE —Plaintiff brought action for \$30,000 against each company. Now that the court holds that the lessee is not liable it is to be hoped that the lessor may be regarded responsible for the injury inflicted upon a servant through the careless conduct of servants in attempting to run a train on another's time.

Railway Train—Failure to Stop at Station.

The plaintiffs to this action went to defendant's railroad station to take passage upon a train. The train was behind time, and the conductor refused to stop at the station, though a flag was waived by the agent at said station. Plaintiffs were obliged to remain in the neighborhood until the next train, which passed late at night. The night was cold and the cars were without fire and uncomfortable. The injury alleged was that of cold, chills and fatigue, mental distress, disappointment and injury to the constitution. The trial court entered a non-suit, and plaintiffs appealed.

Held, That, there being no evidence of any pecuniary loss to plaintiffs, a non-suit was properly granted.

Martin, et al., vs. Columbus, etc., R'y Co. S. C. S. C., March 8, 1890.

Injury to Employee—Refusal to Undergo Examination—Power to Compel.

In an action by plaintiff whose declaration asserts that he suffered injury to his spine, and other internal injuries, at the hands of the defendant company, while in the line of his duty as conductor of a train, from which injury he has not recovered and which is permanent and incurable. The defendant asked for an order to compel plaintiff to undergo an examination by medical experts, which motion was resisted by plaintiff, but the court ruled that where plaintiff claims damages by reason of alleged spinal injury received through the negligence of defendant, such injuries being latent, in their nature the court will, on application of defendant, order plaintiff to submit to examination by inspection etc., by medical experts produced on part of defendant. And, the court may enforce such order by refusing to try the cause until a compliance is had with the order.

Hess vs. Lake Shore etc., R'y Co., Philadelphia Co. C. C., March 8th, 1890.

Carriers of Passengers—Regulations—Request of Conductor—Female Passenger

Plaintiff's husband bought for her a regular ticket, to be used on a freight train with passenger coach attached, which was run by defendant under special regulations posted at the stations along the road, to the effect that the train could not be required to stop at the platforms of stations to take on or put off passengers. Special tickets, in accordance with such regulations, were sold for this train, but the agent at the time had none on hand, and the husband was acquainted with the regulations. Plaintiff and her husband waited on the platform for the train to be pulled up, not as a custom, but because they had requested the

conductor to do so, and when the train started failed to stop, but pulled out and left them. Plaintiff then purchased another regular ticket for the passenger train, which did not pass until night and brought an action against the company for damages by reason of the negligence of the conductor, etc.

Held, That as the regulations prescribed by the company was a reasonable one, plaintiff was not entitled to recover. Judgment affirmed.

Connell vs. Mobile & O. R'y Co. Miss. S. C. Feb. 17th, 1890.

Elevated Railroads—Injury to Passengers—Conductor's Negligence.

Where the conductor of an elevated train signaled it to start at the same instant that he opened the gate for a passenger to alight, and the motion of the train in starting caused the door to swing onto the passenger's hand, injuring it.

Held, That the company was chargeable with the conductor's negligence, and that the passenger's contributory negligence was for the jury.

Held, That a wounded hand seriously interfered with the work of a music teacher, and while no time was lost or money expended for surgical attendance, she could recover nominal damages. Judgment affirmed.

Baker vs. Manhattan R'y Co., N. Y. C. of App. Feb. 25, 1890.

Contract of Carriage—Conflict of Laws—Tickets

In an action for railroad fares where defendant's ticket has been refused on the ground that the time for which it was valid had expired, it is no defense that he purchased it in another state by whose laws it had not yet expired, where such laws have been construed by the court of last resort of that state to apply to transportation within its boundaries only.

Boston & M. R. R'y Co. vs. Trafton, Mass., S. C., Feb. 26, 1890.

NOTE: In this case the defendant's stop-over checks which he had secured, which were refused because the time had expired. Having traveled over the road three times without paying fare, the company brought this suit against him to recover for three journeys. The trial court gave the company judgment and this court affirms the same.

Relief for the Railroads—The Green County Judge Decides Bulletin Law Cannot be Enforced.

Judge Briggs, of the Green County Circuit Court, this afternoon rendered a decision that is of great interest to railroads of Indiana. Under State law the railroads must post on a black

board at the depots, notice of the arrival and departure of all trains, if they are on time, and if not, how late they are. Failure to do this involves a penalty of \$25 for each offense, part of the penalty going to the prosecuting attorney, and part to the school fund. Numerous suits have been filed in different counties, the Big Four alone having penalties amounting to \$48,008 charged against it. At Bloomfield the Pennsylvania Company was charged with \$4,000 in penalties. Mr. S. O. Pickens, of this city, went to Bloomfield and fought the suit, arguing against the constitutionality of the law. Mr. Pickens this afternoon was notified that Judge Briggs decided that the penalties can not be enforced against the railroad companies.

Here's Relief for Discharged Conductors.

The legislature passed at its last session what is known as the law against "black listing," one section of which would apply to the case of the discharged Pennsylvania conductors, who say they have been unable to secure any reason for their discharge. Under section 3 the person, agent, company or corporation discharging an employee must on demand furnish in writing a full and complete statement of the causes for his discharge, and if they fail to do so, it will be unlawful for them to furnish any statement of the cause of the discharge to any person or corporation, or anyway to blacklist or prevent such discharged persons from procuring employment elsewhere, under the penalty of a fine not more than \$500 nor less than \$100.

The Fremont, Elkhorn and Missouri Valley company has at length arranged to build two extensions this summer comprising about thirty miles of road. The first covers a short gap between Whitewood, the present terminus of the Black Hills branch, to Deadwood. The other is from Buffalo Gap to Hot Springs, S. D. The latter, though a short line, will, on account of an immense tunnel that must be cut through the mountain near Jones' ranch, cost a great deal of money. It is estimated that this tunnel will be at least 1,800 feet long, and be cut much of the way through solid rock. The company had expected to reach Deadwood eventually, but was not expecting to get there so soon until the Burlington commenced building a line from Crawford to that point. The Hot Springs branch has been demanded for two years, and since travel, as well as traffic, to that resort has increased so largely and promises to keep up, it has been decided to build this summer.

The Interstate Commerce Commission has decided in the case of a complaint brought against the Chicago, Rock Island & Pacific Railway Company for refusing to do local business between Kansas City and Topeka, that the duty of a railroad to serve local stations does not apply to a company that has only a running privilege for their trains over the track of another company, the track between the places named being owned by the Union Pacific Company. It would seem that this was a very plain and common sense decision, and it is very surprising to us that any man, or any set of men, should go to the expense and indulge in a suit to settle this question.

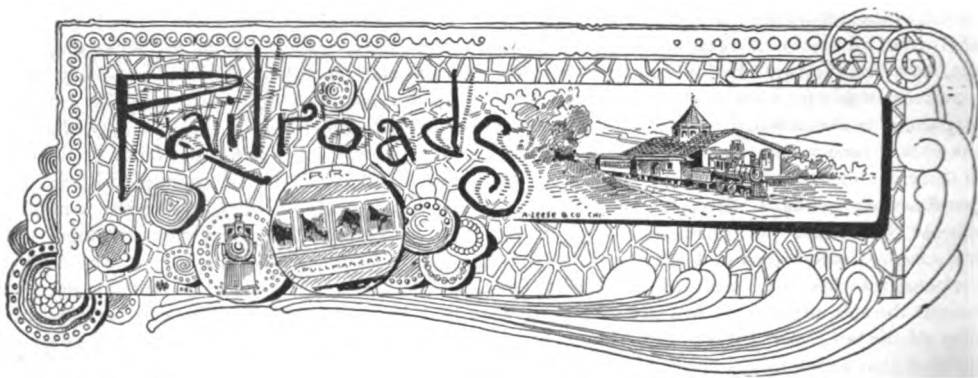
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We notice an order recently issued by President Corbin, of the Philadelphia & Reading, which reads as follows: "All superintendents will be held strictly responsible for the enforcement of the rule relating to the use of intoxicating liquors by employees. Men who violate it must be promptly discharged, and proof that a man goes inside of a drinking place while on duty will be ample evidence to warrant his immediate dismissal. Men known to drink to excess, or to frequent drinking places while on duty must be discharged. When employing new men strict inquiry should be made as to their habits, and preference always given to those who do not use intoxicating liquors at all. Heads of departments must keep informed as to the habits of employees under them, and make sure that these rules are strictly observed."

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"The Pacific Short Line is the name of a new road which is being built and will be completed next year, from Ogden to Sioux City, furnishing the shortest possible connection with Chicago, being 180 miles shorter than the Union Pacific route. This line has been surveyed and located over the greater part of the distance, and about 400 miles west from Sioux City have been graded and the work of laying the track well under way. Besides furnishing a short line to the east, this road will open up the vast coal fields of western Wyoming, said to be the richest in the west.

"Some doubts have been expressed as to the ability of the prime movers of the enterprise to finish the road, but these have all been dispelled by the information, that the Central Pacific is backing the Short Line and are determined to build it at the earliest possible date, as an eastern outlet to the Missouri river. Ogden is the western terminus of this road and has secured the location of the car shops of the road by the appropriation of a bonus of \$300,000 and the grounds. The new road will come down the canon of the Ogden river, and when finished will vie with any road in the mountain country in the beauty of the scenery along its route. This road is Ogden's greatest hope."



□ The annual convention of the Yardmasters' Association meets at Kansas City, Mo., June 11th.

May 1st, the Northern Pacific Railway will add an additional passenger train between St. Paul and the Pacific coast.

There are 1,115 miles of railway in operation in the Indian Territory, and the right of way has been granted by Congress for 2,689 miles additional.

The voluntary relief department of the Penn. lines west of Pittsburg paid out in the month of March, a trifle over \$19,000 for death, accident and sick benefits.

The total main lines of railway in the United States, January 1st, was 161,000 miles, and that of Canada, 13,009; total, including side tracks in both countries, 217,000 miles.

At Chicago, Judge Gresham entered a judgment for \$20,000, in favor of Henry Rush, against the Northern Pacific Co. Rush was a fireman on the road, and was injured in a collision.

Objections have been freely offered to the Blair arbitration bill by the representatives of several organizations, among whom we notice the B. of L. E., B. of R. C., B. of R. T. Men., and the Switchmens' Union.

Senator Cullum has prepared a substitute for his bill requiring all common carriers to use safety brakes and automatic couplers. The substitute provides for a commission consisting of three railroad men and two mechanical experts.

As yet there has been no strike on the lines of the Pennsylvania R. R., and at the present writing it looks more than probable that the differ-

ences will be amicably settled without. When, O, when will the managers of all railways be ready to meet their employes and settle all their differences in the only true and manly manner known, and also be willing or half as willing to grant them what is their just due, as their employes are, in the majority of cases, to do right by them.

The State Statistician reports the earnings of the passenger departments of the thirty-five Indiana railroads at \$33,350,036; of the freight departments, \$70,208,954; from other sources, \$1,444,854; total earnings of Indiana roads, \$105,003,834. The total expenses, including taxes, were \$77,083,323. The surplus earnings over expenses are thus seen to have been \$27,920,511.

The number of employes of railroads of this state is reported at 74,575. These men's wages run from seventy-nine cents to \$20 per day. General officers get from \$6 to \$20 per day; division superintendents, \$4 to \$6; civil engineers, \$2.70 to \$9.40; clerks, \$1.16 to \$2.87, with an average of \$1.74; passenger conductors average \$3.37; baggagemen average \$1.71; passenger engineers, \$2.16 to \$4.85, average, \$3.73; passenger firemen, \$1.86 to \$2.79, average \$2.02; freight conductors, \$2.12 to \$3.50, average \$2.87, freight engineers, \$2.36 to \$5, average \$3.64; freight brakeman, \$1.50 to \$2.50, average \$1.94; passenger brakeman, \$1.25 to \$2.37, average \$1.76; station agents not telegraph operators, \$1.14 to \$4.16, average \$2.02, station agents also telegraph operators, 79c to \$2.33, average \$1.53; telegraph operators not station agents, \$1 to \$2.50, average \$1.56; carpenters, \$1.25 to \$2.30, average \$1.84; section foremen, \$1.25 to \$1.78, average \$1.53; section men, \$1 to \$1.25, average \$1.11; bridge tenders and pump men, 98c to \$2, average \$1.27; painters, \$1.30 to \$2.30, average \$1.44.

The roads in the state carried during 1889 through passengers to the number of 2,641,733; local passengers, 29,707,709; total, 32,349,442. The number of tons of freight carried by all the roads was 63,526,303.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., JUNE 1, 1890.

NO. 11.



TRUE-HEARTED JANIE.

THE POTENT INFLUENCE EXERTED BY FICKLE FORTUNE.

"Eight quarts of Huckleberries—there must be eight quarts, at least, I should think—at four cents a quart (and may-be five if the market is scarce; Mrs. Wright got five for hers last week), that will be thirty-two cents, and at reduced prices thirty-two cents ought certainly to buy the bonnet frame, and I've enough ribbon to trim it quite decently. And—oh, goodness, what a thunder clap!"

Jane Dunlap gave such a jump that the basket of huckleberries tipped off the mossy stone on the edge of the mountain cliff, where she had set it to rest her weary arm, and away went basket, leaf lining and purple fruit in one general avalanche into the ravine below. In fact, she might, in her panic, almost have followed it herself, if a strong grasp on her shoulder had not restrained her.

"Janie! What a pity!" cried out Adam Steele's voice. "But why are you crying? Not for a few huckleberries, surely?"

"I—don't—know!" faltered Jane, almost ready to follow the example of her fashionable sisterhood in the city and go into hysterics. "It's the thunder, I think; it was so sharp and sudden. And look how it is raining!"

"Come into Weir's cave," said Steele.

"It isn't a big place, but the projecting roof will be as good as an umbrella; and these summer showers seldom last long."

Adam Steele looked at the pretty, freckled face, with its innocent blue eyes, its fringe of red-gold hair, and the little dimpled mouth, for all the world like a half-blown damask rose.

"Janie," said he, "it's a shame that you should have to work so hard, a slim girl like you, when there's a great able-bodied giant like me ready and willing to do it for you. Let me buy the bonnet, Janie, and a gold wedding ring at the same time. I know I'm no great shakes, but I love you, and there's no man alive can take better care of you than I will."

Adam Steele was naturally a bashful man. He had this declaration on his mind for a long time, but now it had seemingly said itself and Janie's soft eyes had shone assent, and he had both her little huckleberry-stained hands in his.

"But there's mother," faltered Janie.

"I guess there'll be room in the old farmhouse for 'mother,' too," said Adam good-humoredly. "Aunt Lois has been dreadful uneasy to get out to her folks in Mackinaw this long time. Mother can have her room opening out of the kitchen,

and a son's welcome into the bargain."

So the young pair sat and built air castles in their rocky fastness until the rain died away into the glittering dewdrops and the sun broke out again, and they made their way down to the little brown house under the stiff Lombardy poplars.

"Mother has got company," said Janie. "The best room window shades are rolled up and the front door wide open."

"Oh, hang company!" burst out Adam. "I wanted to talk it all over with her."

"I guess they won't remain long," soothed Jane. "Come in. Adam you must stay to tea."

Within the house an unusual commotion prevailed. Mrs. Dunlap was in tears, with her cap very much on one side; the camphor bottle stood on the table, and old Miss Betsy Banker was vehemently fanning her. A stiff, straight, white-neck-clothed little man sat in a chair by the window, looking over some papers.

"Is this your daughter?" said he, as Jane came in. "And your son?"

"Not yet," Adam valiently answered; "but he hopes to be one of these days. I don't know, though, who you may be, sir."

"I am Peter Payn, of the firm of Payn & Jekyll, of Nassau street, New York," curtly answered the stranger. "And I have come to tell Mrs. Deborah Dunlap that, being next of kin, she has succeeded to the fortune of Joseph Horn Dunlap, late of Canton, China, lately deceased of cape fever."

"I somehow can't believe it's true," said poor Mrs. Dunlap, with a clutch at the camphor bottle. "A—hundred—thousand—dollars! My poor uncle that I never saw! O! oh! somebody fan me!"

But after Mrs. Dunlap had slept on the news and received the congratulations of all her neighbors, it seemed more real to her.

"We are rich," she said, involuntarily straightening herself in her chair like Victoria on her throne. "My Jane must make a match worthy of her station. Of course Adam Steele is out of the question."

"But," said Jane, "I love Adam and Adam loves me."

"That's all nonsense!" said Mrs. Dunlap.

"And," added Jane, "I'll never marry any one else."

"Fiddlesticks!" screamed the widow.

The little world of Weir's Hollow all sided with Mrs. Dunlap. An heiress like Jane, said they, ought to look higher than a mere farmer who earned his bread, ac-

cording to Scripture, by the sweat of his brow.

Mrs. Brutus Barlow, the city aunt, who heretofore had never taken the trouble to visit them, now arrived with her four children, her insignificant little husband, and a baggage-wagon full of trunks.

"I wish my Hugo was old enough for his dear cousin," said she. "But he's only thirteen. Jane ought to do well. I quite approve, dear Deborah, of your forbidding that young man the house. If you say so, I'll take Jane for a season at Tuxedo Park or Atlantic City. It's necessary to give her every chance."

Mr. Vedder, a shrewd oil merchant, who had never before discovered his relationship to the Dunlaps, also came to offer his services as to investments, etc.

"I've always intended to look you up," said he. "Mrs. Vedder will be delighted for you to make your winter home with her in Philadelphia. My son George is an artist. He would like to paint Jane's picture."

All the wealthier neighbors suddenly discovered how much they had esteemed Mrs. and Miss Dunlap all these years, and called with smiles, invitations and gracious nods, and with one accord they all denounced Adam Steele.

But Jane remained loyal to her colors.

"No, mother," said she, "I won't go to Tux—what's its name?—with Mrs. Barlow. And I should think Cousin Vedder would be ashamed to invite us to his house after all these years of neglect. Why, he never answered the letter you wrote him when father died."

"He says he never got it."

"Then he says what isn't true!" cried Jane, "for I directed it myself. He must have got it. Oh, mother, I always thought it would be so nice to be rich, but now I've changed my mind. You can be rich if you please, but I am going to marry Adam and live at the old farm-house, and be poor and happy."

"You are a fool!" exclaimed Mrs. Dunlap.

"There it is again," said Jane. "You never called me such names in the good old days. We loved each other then. Uncle Joseph's Chinese gold hadn't come between us. Adam is willing to take me, fortune or no fortune, and I love Adam and I am going to be his wife. Hush! What's that?"

"My name is Dunlap," said a deep voice

outside. "Is this where Mrs. Deborah Dunlap lives?"

"As true as the world, another cousin!" sighed Jane. "Why did all these people never find us out before?"

"We can't accommodate you!" shrilly cried Mrs. Dunlap. "You'll have to go to the tavern."

"No poor relation was ever turned from the door in the good old days," sighed Jane. "This man looks old and tired. Mayn't I ask him in and give him a cup of tea and some of the pork and succotash that was left from the dinner, mother."

"No," said Mrs. Dunlap, authoritively, "How do you know who he is? The world is full of imposters."

"I can tell you who he is," said a well-known nasal voice, as Mr. Payn bustled in from the gate outside, where he had been directing the hackman to wait. "He's your relative all right enough—he's Joseph Horn Dunlap's own son, just turned up from the hill country in India, where he was supposed to be dead long ago. But he wasn't dead; only gone into the ivory business. Ran away from home as a boy; couldn't agree with his father—few people could. Joseph Horn Dunlap was very peculiar; had a temper like a buzz-saw, swift and stormy. But the proofs of identification are beyond question; he's Horn Dunlap's own son!"

"Eh!" gasped Mrs. Dunlap. "Have we to divide the fortune with him?"

"No, madam," said the lawyer dryly; every cent of it belongs to him. It never was yours at all."

Mr. Dunlap chuckled.

"The old woman takes it rather hard, don't she?" said he. "But law is law, and justice is justice."

So the great Dunlap fortune melted away out of the hands of Deborah Dunlap and Jane, her daughter.

The officious relations vanished as if by magic, the villagers whispered and stood aloof, but Adam Steele was true to his own name.

"Mother," said he, gently, to the broken-hearted little widow, "there's a room all ready for you at my house. Jane and I were married this morning. We want you to come and live with us. You'll be as welcome as flowers in May."

"But, Adam, I've behaved awful bad to you!" faltered Mrs. Dunlap.

"That's nothing," said Adam, cheerfully, "We're all liable to mistakes at times."

"And now that I ain't rich any more—"

"But you are rich," said Adam. "You've got Jane and you've got me. And I'll guarantee you plenty of clothes to wear and food to eat. If you had a million of money what more could you have than that?"

And Mrs. Dunlap was forced to admit, that her son-in-law was not far from right. —*Saturday Night.*

LEMUEL DRAYTON'S POCKET-BOOK.

CLARA AUGUSTA, IN PETERSON.

Lemuel Drayton was the only son of his doting parents, and was considered—by himself at least—the smartest young man in Meadville.

His personal appearance was somewhat striking. He was rather tall, lank, and inclined to feel encumbered with his hands and feet. To a close observer, it was evident that Lemuel was not quite decided as to whether his extremities were mates or not; for he was always observing his feet to see if they both were of a length; and he measured and compared his fingers so frequently, that you felt inclined to inquire if he had changed hands with anybody.

He was sandy haired, with eyes and complexion to match. When Nature plan-

ned Lemuel's personal appearance, she did not believe in contrasts, but in simple uniformity.

Lemuel had been brought up on a farm, and at twenty-two had never been thirty miles from home. At this epoch in his history, he sold a colt, which his father had given him, for seventy-five dollars; and with the possession of this sum of money his ideas of life grew very much wider. He began to realize how circumscribed his existence had been, and to have aspirations for something broader and more extensive generally.

After giving the matter much serious thought, he decided that he ought to travel. He passed many a sleepless night in pro-

found cogitation before he spoke of it to his parents.

And one morning, at breakfast, he horrified his mother by exclaiming, as he transfixed a huge potato on his fork.

"I am going to Bosting!"

His mother sprang from her seat, upsetting the tea-urn all over her clean gingham apron, and the back of the unlucky cat, and flew to the side of her son.

"Lemmy!" she cried, "are you crazy? You're agoing to have another spell in your head, I know! You was took afore a-talking strange! Zebulon," to her husband, "you'd better harness the old mare and go after Dr. Jones. I'll make you some catnip-tea as quick as I can, Lemmy, and put a mustard draft onto yer stomach."

"Don't be spoony on a feller, old lady," replied Lemuel, with all the careless indifference becoming in a man of his property. "When a man has got money, it's nothing strange that he should want to visit furren parts. Don't they allers go the Continent in all the novels? I guess if you had as many greenbacks as I have got, you'd want to see a few sights!"

"Oh, Lemmy, my dear son! you can't be seris?" cried Mrs. Drayton, in great distress of mind.

"Yes, I'm as seris as ever Parson Brown was to a funeril. I've hern tell of Bosting, and I'm bound to see it! There's a powerful lot of great sights there! There's the Airtherkneum, and the Bunker Hill Monument, and the State House, and something they call the Hub of the Universe. It's a great name, and I reckon it's worth looking at. I expect it's one of the principal lions."

So Mrs. Drayton, understanding that Lemuel was in earnest, proceeded, with a heavy heart, to get his wearing-apparel in readiness for the proposed trip.

The news of Lemuel's intention had spread all over town; and the next morning, when he was ready to start for the depot, quite a delegation of friends and neighbors had assembled to shake hands with him, and bid him farewell—for Meadville was a backwoods place, and going to Boston was looked upon as a great and perilous undertaking by the simple-minded country folks.

Lemuel was resplendent in a suit of home-spun-gray, with steel buttons; and as he had spent nearly all of the previous day in polishing these same buttons, they

they shone and glittered like so many full moons.

His vest was of scarlet; his neck-tie had long done service as a green-and-yellow ribbon on his mother's Sunday-bonnet; and his collar set up around his neck, unyielding as fate. On his arm he carried the "baled basket," full of cheese and dough-nuts; and agreeably to his mother's advice, he had taken along with him the old gun, which had been his grandfather's. He would need something to defend himself with, Mrs. Drayton said. The old gun had been destitute of a "lock" for twenty years; but Mrs. Drayton said most people was afraid of fire-arms, and if anybody attacked him, he could show them the gun and they'd be likely to leave.

His money was deposited in his father's old red-leather wallet and carefully pinned into the left-breast pocket of his vest; and every few moments our hero betrayed the consciousness of being a man of property, by tapping the pocket, to assure himself that the wallet was safe.

The cars drew up to the paltsform, and amid shouts of well-wishing Lemuel got on board, and plumped down into the first seat which presented itself.

He felt of his pocket to see if his wallet was there; felt of his dickey to see if Mary Ann's embraces had caused it to wilt, and then looked around on the passengers. One gentleman he decided at once, was a pickpocket. There could be no doubt of it. Pickpockets always had black whiskers, he had been told, and some rings on their little fingers. This gentleman had black whiskers, and a very handsome ring sparkled on his fourth finger. He occupied the seat in front of Lemuel, and was reading a newspaper.

Lemuel decided to keep his eyes open for this man, and to feel his pocket every five minutes to be sure about the wallet.

At the next station, a very handsome young lady got in. Lemuel thought he had never seen such an angel; Mary Ann Hinks was positively ugly by comparison. Such a stylish, gray hat, with a scarlet feather; such a very red-and-white complexion, and such a pair of saucy, blue-eyes, and such an enormous head of hair—all in curls down over her shoulders.

She paused beside the seat of Lemuel, and laid a daintily-gloved hand on the back of the settee.

"Is this engaged?" she asked, in a sweet voice.

Lemuel did not quite comprehend her, and answered, blushing and stammering like the veriest school-boy.

"Engaged? Wal, no, I hain't exactly, though Mary Ann Hinks has took quite a shine to me; and I bought her a bussum-pin last spring of a pedlar; but then that hain't nothing."

"Of course not," returned the lady. "May I sit down?"

"To be shure! Set right down! don't be afeared of crowding me! I guess I can stand it, if you can. Be you engaged, may I ask?"

"No," simpered the young lady, stuffing her handkerchief into her mouth.

"You hain't? Wal, now, that's curis! 'Spect yu've had a sight of beaux, though. Pritty gals allers does." And here Lemuel felt of his pocket, and looked at the black-whiskered stranger on the next seat.

"Why, how you talk!" said the young lady.

"Do I? Wal, I'm a man of truth, and whatever I say I'm in airnest about. I'm a man of truth, if I be a man of property."

"Oh! so you are wealthy?"

"Sarting! or else I shouldn't be a-traveling for pleasure. I've got seventy-five dollars in here," tapping his pocket.

The young lady endeavored to look suitably impressed, and inquired, "What shall I call you, sir?"

"Lemuel's my name—Lemuel Drayton. And yours?"

"Mable Orne."

"Mabel! That's a good deal like a novel-name. I read one tother day, where the gal's name was Mabel; and she killed two babies and an old woman to git some property. I hope you hain't like her!"

The young lady coincided in his hope.

"Lemuel looked at her attentively; and before they had traveled many miles together, it flashed over him that he was in love.

"Look here!" said he, placing his arm over the back of the seat, "why can't you and I make a bargain? I hain't engaged, and you hain't engaged, and we're both of us as good-looking as the next one; and I've got two cows to home—a red one and a brindle one—both of 'em the master-hands to turn out the butter that ever you seed! And butter's forty-five cents a pound, and I vum, if you'll have me, you shall sell all the butter them two cows makes, and no questions asked as to where the money gets to' And you shall dress

in silk every day, and in satin, too—by jingo!" And at this stage of his declarations, our hero felt of his pocket.

He grew pale with dismay, and started to his feet instantly.

"He's got it!" shouted he; "stop him! Catch hold of him! don't let him escape! I knowed he was one of them fellers the minit I sot eyes onto him! Help me hold him, somebody! quick!" and he seized the astonished gentleman with black whiskers by the shoulder, and went on shouting and gesticulating.

"Seventy-five dollars! gone like a streak! Sarch him? I demand that he be turned inside out, rite on the spot! Conductor man, here! you jest see after this fine gentleman, if you please!"

"What's he done?" asked the conductor.

"Done? Hain't I jest told ye? He's picked my pocket of my fayther's red-leather wallet, and seventy-five dollars that I sold my colt for! That's what he's done! Sarch him!"

The train reached a way-station, and Mabel got out; but Lemuel was so nearly distracted with the loss of his pocket-book, that he did not observe her departure.

Quite a crowd had collected around our hero and the suspected individual, who seemed to take matters very coolly for a person in his condition.

"If the gentleman wishes to search me," said he, "he is at perfect liberty to do so. Go on, sir."

"Won't you strike me, nor grab hold of my throat, nor nothing?" queried Lemuel.

"I'll not molest you," said the gentleman—"proceed."

The search was short; but it developed nothing beyond a few papers—a tooth-pick, a knife with a pearl handle, and a black pocket-book containing eight or ten dollars.

"Are you satisfied," asked the gentleman.

"Sartin I am; but it's mighty queer where that wallet went to."

"The gentleman whom you have just had the honor of searching," said the conductor, "is the Rev. Dr. Truffant, of Boston—one of the most eminent clergymen in the place."

"Oh, my gracious!" cried Lemuel; "a minister! Marm would be the death of me, if she should find out that I called a pick-pocket a minister! I mean a pickpocket a minister!—hanged if I know what I do

mean, anyhow. I'm so frustratimid, I can't seem to tell tother from which."

"It's my opinion, that if you've lost any money, the girl that sat on the seat with you has got it," said the conductor. "She looked something like that kind of a character."

"She?" exclaimed Lemuel, in profound amazement. "She? why, she was a pritty a gal as you'd see in an age; and I was about as good as engaged to her."

There was a general laugh at Lemuel's expense.

"You needn't laff!" said our hero, defiantly. "I know I never seed her till this morning; but there's such a thing as love at first-sight——"

"Especially when the object is a red-leather wallet, with seventy-five dollars in it," said the conductor. "It seems the young lady believes in love at first sight, also."

"Wal," said Lemuel, disconsolately, "the money's gone, and if she's got it, I'll never believe in nobody again. I wish I was home with marm—I don't feel well. I won't go to Bosting. I'll go back in the next kears that is going that way! Conductor, jest you hold up a minnit while I git out."

Lemuel was informed that he could alight at the next station, two miles ahead, and he accordingly did so. The return train came along in a few moments, and by noon our hero was safely landed in Meadville again.

He made his way to his father's house with lagging steps, and a dejected air generally.

Mrs. Drayton was feeding the chickens in the front yard, when she saw him coming. She dropped the dough-dish and spoon, and fled to the house in wildest alarm.

"He's killed!" she cried, pitching head-first into the arms of her husband; "he's killed, and I've seen his ghost! It's a-comeing up the road, with them same gray-kerseymers on that I spun and wove myself, and the red-veskit that Miss Grant made, and the gun and baled basket, and all! Jest as he went away! Oh, Lemmy! Lemmy!" and Mrs. Drayton seized the dish-cloth under the impression that it was a handkerchief, and wiped the tears from her eyes.

Just then Lemuel entered.

"Oh, good gracious marsy! he's come!" cried the nervous ol' marm; and immedi-

ately she dived under the bed, and peeped out from a hole in the coverlit.

"Lem, what are you back for?" asked Mr. Drayton.

"I've seen enuff of the world! Consarn Bosting! and consarn the whole world intirely! I've had my pocket picked, and I don't keer nothing about nothing!"

"Your pocket picked!" exclaimed Mrs. Drayton, triumphantly. "I said so! I I knowed you would! It was beat into me."

Lemuel threw his hat on the table, and out rolled the missing red-leather wallet.

"Gracious Peter!" ejaculated he, its here! it hain't been filtered! The gal was an angel, after all! Huray! Hail Columby! happy land! Come, marm, let's have a little dance!" and Lemuel seized his mother around the waist and swung her about in great glee, upsetting the churning of cream.

"I remember it all now, as slick as can be," said Lemuel. I was dreadful feared I should lose my money, and I took it out my pocket and put it into my hat Consarned fool! I guess it's jest as you say, marm, that I hain't fit to go into these furrin parts. I'll stay to home and put my money into the bank, and marry Mary Ann Hinks. I've seen enuff of the world.

Rambling in the Woods.

A CITY MAN'S RETURN TO THE SCENES OF HIS CHILDHOOD.

It was a hot, cloudless day in August. A gentle breeze was stirring, and, sitting on the little back porch of the old farmhouse and looking across a vista of yellow stubble-fields to the dark line of woods, nearly half a mile away, I could see the tops of the tallest trees swaying gently, and could almost, I fancied, hear the faint rustling of their leaves, of the music of which I have ever, since a child, been over-fond, writes Ed R. Pritchard, in the *Arkansas Traveler*.

It had been three years since I had visited the old farm, three long years of toil at the desk, amid the noise and busy strife of a great metropolis, and this was my first day of a short week's vacation at the old home, among the friends of my boyhood days and the scenes of the happiest years of my life.

I had reached the farm about ten o'clock in the morning, and, after a bounteous

dinner at noon, was sitting on the porch, the coolest place, as I well knew, about the house, feasting my eyes on the dear old landscape that I had known so long, and which, during all the years that I had been away from it, was always a charming picture that, though paradoxical it may sound, I had only to shut my eyes to see at will.

I must get to those woods, and that at once. No matter that the afternoon August sun was sending down its fiercest rays, no matter that I must walk half a mile across stubble-fields, which from where I sat, I could see were almost quivering with heat, I know what sweet, familiar sounds I shall hear, what a refreshing coolness and quiet I shall find when I have reached their green and shady depths. Even while I am thinking of these things, a solitary crow with a loud "caw!" "caw!" flies swiftly over the stubble-fields, high in air, and lighting on the top of a huge oak sends forth a series of exultant "caws!" to his mates whom he has left in the orchard back of the barn. To me he seems to say to them: "There are no hen's nests in that old straw-stack. Why stay over there in that hot, broiling sun? Come over here into these grand old woods. Hard by is the creek, and I know a dark and shady pool where we can bathe, and below it a shining, singing ripple, where we can wade and play to our heart's content."

Evidently, they understand the meaning of his cries, for a moment later a bevy of the black and saucy rascals go scurrying across the fields and join him, where they all set up a perfect chorus of "caws!" which I take to be expressions of approval of their companion's suggestion.

Hastily divesting myself of coat and vest, for in the country it is no breach of etiquette "to go in your shirt sleeves," I step into the hall and take from the rack a wide-brimmed straw hat, and after a brief stop at the old spring-house at the foot of the hill, I am off, as the crows fly, across fields for the woods.

On reaching them I find I am sweating profusely. What? You say sweating is vulgar, I should say perspiring? Well, no matter; I know I am heated and flushed, but I never felt better. The air is pure and sweet, the birds are singing in the woods on the borders of the little stream, and now as I pause to mop my dripping face I hear a woodpecker beating his lively tattoo on an old beech stub and chirp, chirp comes

from a saucy little ground squirrel as he streaks it like a flash of russet light along the rails of the old fence near where I am standing. I shy a rock at him, out of pure wantonness, and am murderous enough to wish I had a gun with which to take a crack at that wily old wood-pecker, who has, on catching sight of me, slyly slipped around to the other side of the old beech stub, where I can still hear him pecking away as busy as a nailor.

I hastily scramble over the fence, and five minutes later I stand under the thick shade of the wide-spreading branches of a grand old beech tree and on the edge of a steep bluff, at whose base runs the turbulent but romantic Little Wild-Cat creek. I throw myself down on the grass, which is here so luxuriant that it is softer than the heaviest carpet, and there I lie for half an hour idly listening to the soft and indescribable music of the waters below. Then, having cooled off, I go down to the water's edge and deliberately disrobe and—"go in swimmin'." Mind, I don't say bathing, for I had no bathing suit. I just did as we boys used to do years ago—"just stripped off and went in swimmin'." You see, there was nobody there to look except the birds and the squirrels and an old black-water snake which I caught sunning himself out on a rock at the water's edge, and which I ruthlessly killed with a club.

How I did enjoy that swim, that frolic all by myself in the water! Tired of that, I continued my stroll until a coolness of the air and rapidly-deepening shadows warned me that it was time to turn my face homeward.

When I reached the house I made a discovery, and that was that while in swimming I had done just as I had often done before when a boy—had sunburned both shoulders into blisters, one on each the size of my hand. Then, too, as in days long ago, a liberal application of sweet cream was given and I went to bed with the chickens, was up with the birds and the next day was able to go squirrel-hunting and had a glorious time. But of all my brief vacation days I shall not soon forget that afternoon's ramble in the woods.

A Dog's Experience.

The story of the Newfoundland dog belonging to Charles Tupper, a restaurant proprietor in New York, is one that will startle a great many persons who are study-

ing the mysterious forces and powers of the electrical current, which human ingenuity has so far only partially harnessed and controlled, but scarcely yet understands. The dog ran against a dangling "live" wire of an electric illuminating company. A Western Union Telegraph lineman had only a moment before picked up the wire and been knocked down by the shock of electricity passing through it. The dog fell on the wire and lay there motionless. With due precaution the body was presently pulled off and every effort made to resuscitate the animal, which was a great pet. A veterinary surgeon was called in, who pronounced the dog dead. Two or three hours afterwards an electrical expert suggested making a pit in the earth and placing the dog's body in it, to see if the forces of nature might not carry away the electricity from the body. The plan was tried. All night and all the next day the supposed corpse was motionless, but on the second day there were signs of life, and on the fourth the animal revived and struggled to his feet a live dog once more, weak and stiff, but very much better than a dead dog. It has since been carefully nursed and now shows no sign of the disaster. The dog is two and a half years old and weighs sixty-eight pounds. The incident may well suggest inquiry whether persons receiving electrical shocks have not been buried before they were really dead, and it is sufficient to raise serious doubt whether the death punishment of murderers by electricity is sufficient.—*Watchman.*

Blunders in Composition.

The Printer's Register gives a series of illustrations of bad composition and punctuation. It is worth a careful thinking over by men and women who wish to be free in what they write from what may be called scandalous mistakes—mistakes, we are sorry to say, which are by no means unknown in what people write for their friends and the press.

A man who was suddenly taken sick "hastened home, while every means for his recovery were resorted to. In spite of all his efforts, he died in the triumphs of the Christian religion." "A man was killed by a railroad car running into Boston, supposed to be deaf." A man writes: "We have decided to erect a school house large enough to accommodate 500 scholars five stories high" certain railway the

following luminous direction was printed: "Hereafter, when trains in an opposite direction are approaching each other on separate lines, conductors and engineers will be requested to bring their respective trains to a dead halt before the point of meeting, and be careful not to proceed until each train has passed the other." A steamboat captain, advertising an excursion, says: "Tickets, 25 cents; children half price to be had at the office." A hotel was thus advertised; "This hotel will be kept by the widow of the former landlord, Mr. Brown, who died last summer on a new and improved plan." "Wanted, a saddle horse for a lady weighing about 950 pounds." An Iowa editor says: "We have received a basket of fine grapes from our friend W., for which he will please accept our compliments, some of which are nearly two inches in diameter." Board may be had at No. 4 Pearl street for two gentlemen with gas." Over a bridge at Athens, Ga., is the following: "Any person driving over this bridge in a pace faster than a walk, shall, if a white man, be fined five dollars, and if a negro, receive twenty-five lashes, half of the penalty to be bestowed on the informer." A newspaper contained this: "We have two school rooms sufficiently large to accommodate 300 pupils one above another."

How Steam Pipes Set Wood on Fire.

Secretary Tracy's house is said to have caught fire from a steam drum incased in wood. The manner in which a heat of less than scorching intensity sets fire to woodwork is not generally known. The conditions necessary are, first, a degree of heat not less than 212 degrees; second, the presence of wood in close proximity to the iron steam pipes; third the existence of scale or rust on the iron; fourth, varying temperature. The heat drives the oxygen from the iron rust, which then becomes what is known as reduced iron, a finely divided metallic powder of the natural color of iron. The heat necessary to ignite the wood, which is in a tinder-like condition from its proximity to the hot pipe, is generated in the rapid oxidation of the iron. It absorbs oxygen so rapidly under certain atmospheric conditions of humidity and temperature as to glow for a few seconds, long enough to set the adjoining wood on fire.—*N. Y. Sun.*

Per Pacem Ad Ducem.

I do not ask, O Lord that life may be
 A pleasant road;
 I do not ask that Thou wouldst take from me
 Aught of its load;
 I do not ask that flowers should always spring
 Beneath my feet;
 I know too well the poison and the sting
 Of things too sweet.
 For one thing only, Lord, dear Lord, I plead:
 Lead me aright—
 Though strength should falter and though heart
 should bleed—
 Through Peace to Light.
 I do not ask, O Lord, that thou shouldst shed
 Full radiance here;
 Give but a ray of peace that I may tread
 Without a fear.
 I do not ask my cross to understand
 My way to see;
 Better in darkness just to feel thy hand,
 And follow Thee.
 Joy is like restless day; but peace divine
 Like quiet night;
 Lead me, O Lord, till perfect day shall shine—
 Through Peace to Light.

Holy Family.

"Ditto."

A GIRL WHO GOT THE BEST OF A TRAVELER
 IN AN INGENIOUS WAY.

There were three or four unoccupied seats in the car, but he stood for a moment, grip in hand, near the door, and then walked to a seat in which a young lady sat alone, and sat down beside her with an impudence that astonished all other passengers. The girl looked up at him and around the car, and evidently realized the situation, for she took pencil and tablet from her reticule and made ready for him. After about five minutes the man turned to her and observed:

"Beg pardon if I am mistaken, but don't you live at Utica?"

She looked up in a furtive way, and then wrote on the tablet and handed him:

"I am deaf and dumb."

"Oh! By George! Duced pretty girl to have such a misfortune. Well, I'm left, after all my smartness. Saw her at the window before I got on, and carried out the plan to a dot. Deaf and dumb, eh? First one I ever struck!"

He nodded his head to her to signify

that he understood, and he would have been glad to change seats if he could have done so without loss of dignity. As the train thundered on he perused the contents of a couple of newspapers, yawned awhile, and then bought and finished a novel, and finally, after a ride of four mortal hours, the whistle blew, and he reached for his grip with the remark:

"I'll be hanged if I ain't glad this stupid ride has come to an end at last."

"Ditto," quietly replied the girl, as she turned on him.

"You—you—" he gasped, as he stood there looking down upon her with 12 kinds of emotion galloping over his countenance.

"Good-bye," she said, and he backed out and dropped to the platform like a man retreating from a mule's hind legs.
 —*N. Y. Sun.*

A Long String of Facts.

FIFTY YEARS AGO—SEA NOTES—ODD ORIGIN
 OF POEMS.

Fifty years ago the daguerreotype was invented in France.

Fifty years ago wooden clocks had only been in use one year.

Fifty years ago the Massachusetts abolition party was organized.

Fifty years ago the Mormons were driven from Missouri to Nauvoo, Ill.

Fifty years ago the banks in the United States resumed specie payment.

Fifty years ago the first normal school was organized at Lexington, Mass.

Fifty years ago John C. Fremont and Jessie Benton were secretly married.

Fifty years ago old Black Hawk, the noted Indian chieftain, died at Keokuk, Iowa.

Fifty years ago beet sugar was first made by David L. Child, of Northampton, Mass.

Fifty years ago John Ericsson was allowed letters patent on a steam "propeller" boat.

Fifty years ago a survey was made by John Bailey for a canal across Central America.

Fifty years ago the first patent was granted to Goodyear for vulcanized India-rubber goods.

Fifty years ago David G. Burnett began to serve as acting president of the "Republic of Texas."

Fifty years ago was established the first

commercial college in America, "Comer's College," of Boston.

Fifty years ago the Cherokee Indians were removed from Georgia and placed west of the Mississippi river.

Fifty years ago a law was enacted against dueling in the District of Columbia. It grew out of the Cilly-Graves duel.

Fifty years ago 1,000 reformed drunkards marched in procession at the first anniversary of the Washington society.

Fifty years ago Frederick Douglass, the famous negro orator, journalist and politician, escaped from slavery at Baltimore, Maryland.

Fifty-one years ago the first steam fire engine ever made, was tested in New York. It was invented by Captain John Ericsson.

Fifty years ago the *Sirius* and *Great Western*, the first ocean steamships, entered New York harbor on their return trip No. 1.

Fifty years ago Joseph A. Adams, for the first time, made use of the idea now embodied in the art of electrotyping by reproducing from wood "cuts."

Fifty years ago the first railroad-spike machine was put in use, making fifty a minute, forming both point and head. Henry Burden, of Troy, N. Y., was the inventor. It ranked among the best paying inventions of modern times.

Fifty years ago (1839) the first wheat was shipped from Chicago, amounting to seventy-eight bushels. It was sent eastward by the lakes to Buffalo.

Fifty years ago the first power-loom for weaving carpets was set in motion by E. B. Bigelow, of Boston. Ten yards a day was its original capacity.

Fifty years ago Congress appropriated \$1000 toward compiling agricultural statistics by the large importation of bread-stuffs shipped to America that year.

Fifty years ago the whig party held its first convention, at Harrisburg, Pa., nominating General William Henry Harrison, of Ohio, as president of the United States.

Fifty years ago the population of the United States was only 17,697,420. The census cost the government \$833,427. There were slaves in all the states except Maine, Massachusetts, Vermont and Michigan. Iowa had 16 slaves; Wisconsin, 11; Ohio, 3; Indiana, 9; Illinois, 331; total in all the states and territories was 2,486,228.

Little Eighteenth Century Wonders.

The deft-fingered artist flourished just the same 150 years ago as he does to-day. Crotty, a London shop keeper of 1745, fashioned a tea-table, tea-board, a dozen cups and saucers, sugar dish, slop-basin, bottle, funnel, fifteen drinking glasses, five bowls, ten rummels, a pestle and mortar, and a set of ninepins, so minute that they were all kept in a filbert shell. They were all made of polished ivory, and so small that they could not be seen without a microscope. A rival named Boverick put on exhibition a cherry stone from which he took a table, twelve chairs, dishes of all kinds, and six ladies and gentlemen dressed so that they could be distinguished the one from the other by aid of a strong glass.

Coffee in Liver and Kidney Diseases.

It is now more than thirty years since Dr. Landarrabilco called attention in the medical journals to the great value of green or unroasted coffee in hepatic and nephritic diseases. After having continued to use the remedy for upwards of a third of a century in many hundreds of cases, he again appeals to the profession to give it a trial in those cases of kidney and liver troubles which have resisted all other treatment. His habit is to place 25 grammes, or 3 drachms, of the green berries (he prefers a mixture of 2 parts of Mocha with one part each of Martinique and Isle de Bourbon coffee) in a tumbler of cold water, and let them infuse over night. The infusion, after straining or filtering, is to be taken on an empty stomach the first thing on getting up in the morning. He cites many cases of renal and hepatic colics, diabetes, migraine, etc., which, though rebellious to all other treatments for years, soon yielded to the green coffee infusion. It is worth a trial at any rate.—*Scientific American*.

The Nicaragua Canal.

The cost of the proposed Nicaragua Canal is now placed at \$65,000,000. The distance between the oceans is 169 miles, but only twenty-nine miles of canal will have to be dug. The San Juan river must be deepened and some artificial basins constructed in the valleys of other streams. Lake Nicaragua affords fifty-six miles of free sailing. The Suez canal, which was cut out of the sod and sand for 100 miles, cost \$81,000,000.

Some Other Place.

"I wish you could help me out a little," he said as he looked in on a Gratiot avenue cobbler.

"Vhell?"

"There was a saying about the sluggard, you know. He was told to go to—to what was it? He was to go to something and learn wisdom, but what it was I have forgotten. It wasn't to the bee, was it?"

No.

Nor the grasshopper?

No.

Nor to the wasp nor hornet?

No.

Then what was it?

"It vas to go py Halifax und keep right ahway from me!" was the vigorous reply, as he pounded away on a piece of sole leather.—*Detroit Free Press.*

The most unique piece of architecture in the United States is the famous Egyptian Hall in the Masonic temple in Philadelphia. Four thousand dollars—the gift of Mr. Wm. J. Kelly—has recently been applied with great effect to make the hall as perfect as possible. It is probably the only perfect specimen of pure Egyptian forms on this continent. The ceiling is thirty feet from the ground, while the hall is sixty-five feet long and fifty feet wide. The decorations are in exact accordance with the peculiar style of the Egyptian period. Twelve elephantine columns stand on either hand in massive grandeur, surmounted by peculiar capitals, copied from the ancient temples on the Nile—Luxor, Karnak, Philæ and others. Each of these columns has an original in Egypt. There are the hooded viper (cobra de capello), the pyramid and the other decorations of the Ptolemies.

These columns, which stand clear of the walls, divide each other into sections, and these are enriched with the panel ornaments found in the Egyptian temples, there being borders of reeds and rushes, a fluted frieze, the globe, wings and cobra and the surmounting lion and cobra. Lotus flowers twine around the bases of the columns and appear in the panels, and there are reed decorations on the cornice, whilst pyramidal filling complete the panels. The cobra stares and hisses with multiplied heads and fangs extended, on all sides of the hall. The Egyptian idea is carried out in the furniture, and, in fact,

the smallest details have been studied with great care. The Master's throne and chair are made of gilded ebony. At his right hand stands his pedestal, flanked by two spinxes, while his chair is flanked by eagles. The room has a seating capacity of about 200.—*San Francisco Call.*

The Men Who Miss the Train.

I loaf aroun' the depot jest to see the Pullman scoot
An' to see the people scamper w'en they hear the
engine toot;

But w'at makes the most impression on my som'-
w'at active brain,

Is the careless men who get there just in time to
miss the train.

An' some cuss the railroad comp'ny an' some
loudly cuss their stars,

An' some jest gallop down the track an' try to
catch the cars;

An' some with a loud laff an' joke will poultice up
their pain:

Var'us kin's er people get there jest in time to
miss the train.

An' there is many depooos an' flag stations 'thout
name,

Along the Grand Trunk Railroad that leads to
wealth and fame.

An' men rush to these depooos as fast as they can
fly,

As the train of Opportunity jest goes a-thunder-
in' by.

They rush down to the stations with their hair all
stood on end,

As the platform of the tail-end car goes whirlin'
'roun' the bend;

An' some men groan an' cry aloud, an' some con-
ceal their pain,

W'en they find thet they have got there just in
time to miss the train.

But the cars puff through the valleys an' go a-
whirlin' by,

An' float there banners of w'ite smoke like flags
of victory;

They leap the flowin' rivers an' through the tun-
nels grope,

An' cross the Mountains of Despair to the Table-
land of Hope.

The Grand Trunk Railroad of Success, it runs
through every clime,

But the Cars of Opportunity they go on schedule
time,

An' never are their brakes reversed; they won't
back up again,

To take the men who get there jest in time to miss
the train.

—S. W. Foss, in *Yankee Blade*.

The Dog-Soldier.

"Who brought that dog here? Send him back at once."

So spoke, in his deepest and sternest tones, old Colonel Eugene Noirmont, as he rode out of the French fort at Briskro, in the Sahara Desert, at the head of a strong body of irregular cavalry, which had been sent to check the raids of a hostile Arab tribe.

"He is my dog, Colonel," answered the junior Captain, young Alphonse de Picardon, glancing apologetically at the small white poodle that was close to his horse's heels; "and I hope you will not object to his going with us, for it would break his heart to be left behind."

"And whose heart will it break," growled the Colonel. "if the brute begins barking just as we're going to take the Arabs by surprise, and warns them of our coming?"

"It is not for me to contradict you, Colonel," said the young officer respectfully; "but, with your permission, I can soon show you that there is no fear of that." Then he turned to the dog, and said sternly, "Jacquot, silence à la mort!"

Then at a sign from the Captain, several of the men began to shout, clap their hands, and make noise enough to set an ordinary dog to barking furiously, but Jacquot never uttered a sound.

"Very well," said the Colonel at length, "the dog may go; but remember, Captain de Picardon, that I shall hold you responsible for his behavior."

The young Captain saluted, and fell into his place without a word, and off rode the detachment.

It was weary work riding over stony ridges and sandy hollows, through the blistering heat and the blinding glare, while the hot, prickly dust rolling up in clouds at every step, clogged every pore and choked every breath. Mile after mile of the desert was left behind, hour after hour of the burning, weary, interminable day crept slowly past, but still there was no sign of the enemy, or of any living thing save a white winged vulture, which hung poised in mid-air, like a blot upon the bright, scorching, cloudless sky. The soldiers grew impatient, and began to murmur and growl.

But all at once the dog (which was still keeping pace with them) stopped short, snuffed the air uneasily, and then began to run restlessly backward and forward, uttering a low anxious whine.

"Do you think he scents the enemy?" whispered Colonel Noirmont to Captain de Picardon.

"I'll stake my life that he does," replied the Captain. "I've never yet found him wrong. There must be some hollow here that we can't see. Here Morel, Barbot, hold fast to each other while I climb onto your shoulders."

And then, supported by the two burly troopers, he raised himself high enough to make out a dry water-course a few hundred yards ahead, in the hollow of which a large number of men might easily be hidden.

"Ah!" cried the Colonel, when he heard this, "they want to catch us in an ambush, do they? Not so fast, my fine fellows! Half a dozen of you dismount, lads, and unsling your carbines, move forward about fifty paces and then fire."

The crash of the volley rolled like thunder along the silent desert, while the Colonel roared, in Arabic;

"Come out, you dogs! We see you plainly."

The effect was magical. Up started, as if rising through the earth, a swarm of savage faces and wild figures, while the flash and crackle of the answering volley followed as thunder follows lightning; but the Arabs, firing hastily and almost at random, only wounded two men.

"Now," thundered the Colonel, "upon them before they can reload."

Down swept the French upon their enemies like a whirlwind, and in a moment were hand to hand with them. The Arabs fought like tigers, but training and discipline soon began to tell, and the battle was over (as one of the troopers regretfully observed) "almost before one had time to enjoy it."

But when the Arabs began to scatter and fly, the Colonel (whose blood was fairly up) dashed off in pursuit of them so recklessly that he was soon almost alone, seeing which three of the enemy faced round and attacked him.

Captain de Picardon—who was famous as the best swordsman in the regiment—came dashing up barely in time to cut down one of Noirmont's assailants, while the Colonel himself disposed of another; but the third man was just about to stab De Picardon in the back, when his dog flew at the Arab's throat, and clutched it with such hearty energy that the man fell to the ground bleeding and half strangled.

"Form in line!" shouted Colonel Noirmont, when the fight was over, and all the wounded had been brought in. "My children, you have done well, and I thank you. To-morrow you shall be reported for good service, to to the Commander-in-chief himself, and he will not forget you; but I have one acknowledgment to make before that. Captain de Picardon, bring forward your dog."

The four-legged scout was at once produced, and when set down in front of the Colonel, he stood up on his hind legs and made a military salute with his fore paw, to the unbounded delight of the soldiers.

"A soldier who knows his duty so well," said the Colonel, with a grim smile, "must not go un-

recompensed, and thus I reward his services."

So saying, he detached from his own uniform the cross of the Legion of Honor, and hung it around the dog's neck, amid thundering cheers from the assembled troopers, who declared with one voice, that his decoration had been fairly won by their "Dog-Soldier."—*David Ker, in Harper's Young People.*

Business is Business.

A YOUNG MAN ADOPTED THE ABOVE AS A MOTTO
AND GOT RICH.

There lives in the city of New York a man who has accumulated quite a fortune by simply advising people what to do. There always will be a large number of persons who are unable to rely on their own judgment; and others come to a conclusion with ease and certainty.

A young man had accumulated a thousand dollars, and was debating whether he should buy a small candy store with it, or whether he should lend it on a mortgage. This latter he knew was a secure way; the other promised great profits. In this perplexity he saw an advertisement, "Advice given to those going into business."

After stating his case the counselor said: "My fee will be \$5 in advance."

When this was paid he asked: "Do you understand the candy business?"

"No; I did not think it was necessary. I expect to supervise it generally."

"Then you will loose your money in three months."

"You think I had better loan the money on a mortgage?"

"I did not say that. What is your business; that is, what do you perfectly understand?"

"I know the pickle business through and through. I can make pickles of all kinds, but I don't like it."

"Never mind what you like. Go and get a small place and make pickle; go from hotel to hotel, restaurant to restaurant, and sell them. In ten years come back and see me; you will have \$10,000 at least."

As the young man was going away he was called back.

"Here is a card. I want you to put it where you can see it a hundred times a day." These were the words on the card; "Business is business. Men don't do what they like to, they do what they can."

THE FASCINATING CARD.

The card had a strange fascination for him, he read it with care as he walked along the street. As he studied it, a new light entered his mind.

He found a dingy basement, and began to ar-

range for his operations. Of course vinegar must be got; several barrels of it. Some was offered at ten cents a gallon, and some more was shown at five cents. "Which shall I take?" He thought of the words on his card. He seemed to see people testing his pickles, and not liking them, depart without buying. "They will know good vinegar," thought he, and so he bought the honest stuff.

In a few days several tubs of materials were ready, and he knew he must market them. Now he greatly dreaded to face strange people and push his goods upon their notice. He never had courage when a boy, and now as a young man he felt more timid it seemed. But he thought of the words of the card, and entered a restaurant. The evident manager was a blooming young woman, and the pickle dealer was more afraid of women than men. But "business is business" repeated itself over and over in his mind.

The answer to his statement was that his pickles would be tried, and, if found all right, would be purchased.

"Glad I got that good vinegar," thought the young man; and he began to feel that there was a certain power in the maxim his advisor had given. He began to feel a courage he had never expected in meeting people and trying to sell his goods to them.

Calling at a store, to get, if possible, an order for pickles in bottles, he was quickly and rudely met with, "Don't want to see any such stuff." Noticing the utter dismay on the young man's face, the merchant said, short and sharp: "Don't you know enough about business to put up goods attractively?"

As he retreated, ruffled and disheartened the maxim repeated itself over and over again with this additional sentence; "It is business to put up goods attractively." He sought out a lithographer and had some handsomely colored labels printed. "They will buy the bottles," said the friend, "just for the picture you have on them."

APPRECIATED ADVICE.

When he had gained sufficient courage he again sought out the merchant who had rebuffed him. "I have come to make you a present of a bottle of fine pickles."

"Why do you make me a present of them?"

"Because that advice you gave me was worth a great deal."

The morning of one Fourth of July came, and he pondered whether to go to his store or not. All at once he thought, people going out on picnics will want pickles. It was the magic words on the little card that ran through his mind. He found as he had thought, a large number of buyers waiting for him.

The little card was consulted in all sorts of weather. If a man made a proposition to him of any kind, and he was in doubt, he would go and look at the words, though he knew them by heart already. One day a cheese merchant came to persuade him to buy his stock.

"People," said he, "who buy pickles always buy cheese; you will do a big trade." It was a temptation. He went and looked at the words and studied them intently, trying to think out their application to the case in hand. "Men do what they can," he reflected. "I would like to sell cheese, but I know I can sell pickle;" then he returned. Now he was resolute and firm, although by nature easily bent and swayed by the words of others.

"Business is business," he said. "I am in the pickle business; if I cannot make money in this I shall quit and go into something else; but I shall not have two kinds on my hands."

When the ten years were up, of course, he had the \$10,000, and more too.—*Treasure Trove.*

Health Commandments.

THEY ARE SLIGHTLY IRREVERENT, BUT DECIDEDLY PAT.

1. Thou shalt have no other food than at meal time.
2. Thou shalt not take unto thee any pies or put into pastry the likeness of any thing that is in the heavens above or in the waters under the earth. Thou shalt not fall to eating it or trying to digest it. For the dyspepsia will be visited upon the children to the third and fourth generation of them that eat pie, and long life and vigor upon those that live prudently and keep the laws of health.
3. Remember thy bread to bake it well; for he will not be kept sound that eateth his bread as dough.
4. Thou shalt not indulge sorrow or borrow anxiety in vain.
5. Six days shalt thou wash and keep thyself clean, and the seventh thou shalt take a great bath, thou, and thy son, and thy maidservant and the stranger that is within thy gates. For in six days man sweats and gathers filth and bacteria enough for disease; whereupon the Lord has blessed the bathtub and hallowed it.
6. Remember thy sitting room and bed chamber to keep them ventilated, that thy days may be long in the land which the Lord thy God giveth thee.
7. Thou shalt not eat biscuits.
8. Thou shalt not eat thy meat fried.
9. Thou shalt not swallow thy food unchewed

or highly spiced, or just before hard work, or just after it.

10. Thou shalt not keep late hours in thy neighbor's house, nor with thy neighbor's wife, nor his manservant, nor his maidservant, nor his cards, nor his glass, nor with anything that is thy neighbor's.—*New England Farmer.*

Of all the sad and gloomy words

That mankind ever writ,

There are no sadder ones to me

Than these two: "Please remit."

—*Punxsutawney Spirit*

An exchange says: "A little girl who saw the ocean for the first time exclaimed. 'Oh, what a big drink of water!'"

Don't send a fox to tend geese or a cat to skim milk, unless they have a good reputation for honesty. Remember this when you put your money in the bank.

"That's a terrible looking hat you wear, Snooks." "I know it." "And carrying that big umbrella on a fair day makes it worse." "I carry the umbrella to whack those who make fun of the hat."

Johnny—"Wouldn't that fat lady in front make a fine haystack, mamma?" Mamma—"Sh-h, my dear, why do you say that?" Johnny—"Didn't the minister just say that all flesh was grass?"

Dissatisfied Star—I believed Boston is the safest harbor in the United States for shipping to enter Manager—What makes you think so? Dissatisfied Star—Because we have played to so many light houses there.

Mrs. Angelica—"Won't it be just too lovely for anything to have wings and harps forever?" Mr. Angelica (a dyspeptic)—"I don't want any of it in mine. We wouldn't be there a week before you'd want my wings to put on your hat."

A newspaper man of Farmington, Me., visited a remarkable family the other day. Calling at the home of Jonathan Scott Ellis he found Mr. Ellis, who is 96 years old, seated by the stove and reading a newspaper with glasses. His wife's sister, Miss Lydia Ballard, who will be 97 years old in April, was seated in a rocking-chair near by and knitting vigorously. Another sister-in-law, Miss Hannah Ballard, 84 years old next October, was cleaning up the dinner table and washing the dishes. Mrs. Ellis died three years ago at the age of 88. The old folks prefer to live by themselves and do all their own work, and Father Ellis yet refers to his sisters-in-law as "the girls."



From a Woman's Standpoint.

ROCKAWAY. May 5th, 1890.

Editor Railway Conductor:

It is one of the things I never could understand, why those who use tobacco are so indifferent as to the nature and properties of tobacco, and its effects on the body and mind. It seems strange that they should think so little of these, if they have no regard for the moral or social effects. Medical writers, without exception, describe tobacco as a poison. It owes its poison nature to a substance called nicotia, which can be extracted from it in the form of a liquid, by chemical process. Nicotia is capable of producing death sooner than any other poison except prussic acid. Experiments have been tried on animals, and one drop of the liquid killed a rabbit in three minutes and a half. Dogs to which tobacco is freely administered die in spasms and their blood is found after death not to be coagulated the same as from other poisons. Healthy blood coagulates on cooling. Birds and frogs confined in tobacco smoke are killed by it.

If a cigar be unrolled and moistened, then applied over the stomach of a child, it will soon bring on sickness and vomiting, and may endanger life. Soldiers have been known to apply it in armpit so as to cause sickness, that they might escape from duty. Some medical writers recognize what they call "the smoker's soar throat," resulting from excessive smoking. Sometimes a small blister appears in the mouth, which by the continued irritation of the acrid matter becomes an ulcer, and finally assumes a cancerous character. Cancer of the lip has been observed in Europe as a frequent occurrence produced by the pressure and heat of the pipe or cigar, in connection with the irritation of the acrid oil, the voice is often affected by it, the stomach and digestive organs can not fail to be disordered by it; in fact there are more ways than I have time to mention, by which the laws of nature are violated, by the use of this poisonous weed.

The good it seems to do is imaginary, and not

real, and the evils it appears to remove are those of its own making. For instance: It is not uncommon for persons who have become addicted to the excessive use of tobacco, and who abandon the habit, to grow fat rapidly—the production of fat is sometimes so great as to induce them to resume the use of tobacco in self-defense. There is an old story of a man who, seeing a bear descending tail foremost from a tree, seized him as a valuable prize; but finding he could not manage the beast he determined to let it go. Immediately, however, the bear clutched the man in his powerful arms, and became master of the situation. So it is with our bad habits. We begin by adopting them for our pleasure or service. They clutch us before we know it, and we end by becoming their abject and helpless victims. "Do not attack the bear." This is the only true philosophy. Avoid the first step.

And then there is another thing I can't understand: Why some writers are wont to dwell with enthusiasm on the merits of tobacco as a luxury to the poor. They should bear in mind that the husband and father is usually the only one of the family who partakes of the luxury. The wife and mother on whom mainly rests the burden of the family, pursues her round of toil and drudgery by day, and of care and watching by night. For her there is no luxury, that is monopolized by the strong man who spends the day in healthful and not exhausting labor, and the night in unbroken slumber! Dear sisters I wonder what our smokers and chewers would think were they to find their wives and daughters following their example? Would they encourage the practice? I wonder if "my John" would be greatly delighted to find me, some evening, when he came from his work, sitting in a cloud of smoke, dreaming away my cares and trials, behind an old clay pipe? Would he cheerfully pay four or five dollars out of his months wages for tobacco. He is a husband who never refuses me anything that he can afford; but would this be granted as cheerfully as the rest? I doubt it. That women are capable of the same want, we know from the history of our own ances-

try. It was written two centuries ago: She that with pure tobacco will not prime her nose, can be no lady of the time." Happily fashion, for once, taking the side of reason, has driven the vile custom out of female society. Would to heaven that the same capricious tyrant would co-operate with reason in driving it from the society of men. Won't some of the wives of the O. R. C. give their opinion, either for or against tobacco?

Fearing that I have made my article too long already, I will stop short, but would like to add that my husband is a member of the O. R. C., and is quite enthusiastic over *THE CONDUCTOR*. It is certainly a progressive little magazine, and the editors deserve great credit.

VOILA TOUT,
A conductor's wife.

T. De Witt Talmage in the *Ladies' Home Journal*, discoursing on "The Child of the Modern Rocker," says:

One of the great wants of the age is the right kind of a cradle and the right kind of a foot to rock it with. We are opposed to the usurpation of "patent self-rockers." When I hear a small boy calling his grandfather "old daddy," and see the youngster try to slap his mother across the face because she will not let him have ice-cream and lemonade in the same stomach, and holding his breath till he gets black in the face, so that, to save the child from fits, the mother is compelled to give him another dumpling, and he afterward goes out into the world stubborn, willful, selfish and intractable, I say that boy was brought up in a "patented self-rocker." The old-time mother would have put him down in the old-fashioned cradle and sung to him—

"Hush, my dear, lie still and slumber,
Holy angels guard thy bed,"

And if that did not take the spunk out of him she would have laid him in an inverted position across her lap, with his face downward, and with a rousing spank make him more susceptible to the music.

Spring Openings.

BY LA CROSSE.

Have you been? Were they not lovely? Such beautiful flowers, in such profusion. And so on, and so on, through the whole gamut of female tones and opinions. New bonnets for all and every one.

Out in the country, too, come spring openings, crocus, violets, dandelions and green leaves on every bush and tree. Everywhere Nature's spring opening manifests itself, until the housewife of the farm-house pulls out "draws," and band-box and resurrects odds and ends of ribbons and flowers, and fixes up the bonnet of half a decade ago and puts in an appearance at "meetin'."

If spring openings only keep on, and open hearts, as well as pockets—and oh, how dusty some of the hearts would be. Such a world of sunshine, love and tenderness, as it would take to air them. Nothing but a breath of life from the Father could ever cleanse some reeking in sin and pollution; others narrowed down to such scanty dimensions, that to widen their vista would surely cause them to crack in twain.

I sometimes wonder if spring openings ever come in heaven. Perhaps the pearly gates may open wide enough to send forth a messenger to bring back (thoughts) peaceful and restful to earth's tired ones hear below, and whispers of a father's and brother's tender care that is wanting over yonder for all who may chose to accept, and learn of the way that leads onward and upward to a more glorious opening than will ever be witnessed on earth, whether furnished by nature or man.

In The Attic.

WRITTEN ON A RAINY DAY.

Of all the emotions that sudden the heart,
When the year from the summer has flown,
And the wind is about
With a flutter and shout,
And all of the leaves have been sown;
The saddest of all is to creep up the stairs
That leads to the old attic gray,
And close to the rain
Sit alone at the pane
And fold unused garments away.

We do not know why a fog falls o'er the eye
When we put the old dresses away,
Neither well can we say
Why the smile does not stay,
Nor why should the tear close abide;
But it always is so—I recall when a child,
How my mother and I used to creep
To the old, shakily loft,
And I think, too, how oft
She used to sit down there and weep.

By the long cedar chest where the baby clothes
were,
And the low little splint-bottom chair,
Like a trusty old friend,
That is true to the end,
Through the summer and winter, 'twas there
By the old-fashioned crib where the first baby
died—
That wee prattling gift of her love.
That passed like a flower
In the bud, one dark hour,
To brighten the country above.

Oh! that old attic room where the garden seeds
hung,
The thyme and the sweet-smelling sage,
The long-handled gourd
Swinging there, and the sword,
And the little pet bird's empty cage.
How they all fill a space in the gloom of to-day
That finds me far and alone,
Up here by the pane,
And so close to the rain,
And the old-time radiance flown.

—*Good Housekeeping*

Grey Heads.

BY S. E. F.

Footprints of the flight of years,
 Mile posts, marking hopes and fears,
 Witnesses of joy and tears
 Are there combined.
 Monuments of Time's power,
 Not the passing but past hour
 Gave them knowledge for dower
 If so inclined.

Has their knowledge brought them pain?
 Do they think it loss or gain
 To have lived? Was it in vain
 As some appear?
 If the years they now possess
 Have not taught them to repress
 Many longings, they confess
 A failure drear.

Do they at life's retrospect
 Visions see they can't eject
 Crucified by their neglect
 Following still?
 Were their lives rightly begun?
 Ordered properly, well done?
 There and now in unison
 With higher will?

Some grey ones seen here and there
 Traveling life's thoroughfare
 Like girdled forest monarchs dare
 Uphold the head.
 While others, like ungirdled trees,
 Having bent to each fierce breeze
 Bushes hide their heads with ease
 Since bushes spread.

Background for face benignant;
 Enframing eyes indignant;
 Some bearing looks malignant;
 All marks of "days."
 Colored from forces within.
 Tinted, seeing wrongs begin.
 Stamped with their recorded sin
 Their offspring stays.

When the grey brings discontent
 Reminding of years misspent,
 Harvesting mismanagement,
 They reject it.
 If it brings an inward peace,
 Tells, in man, of faiths increase,
 Calmly waiting life's release,
 They respect it.

My Precious Pet.

BY CLARA AUGUSTA.

Did I ever write his history?

No. Now, that I think of it, I am certain that
 the history of my Precious Pet has never yet seen
 the light. So I will begin at the beginning.

When I was a little girl, five or six years old, I
 had a favorite play-mate, named Charlie More-
 land. But let me tell you, in the first place, that
 Charlie was not the pet of which I spoke in the
 commencement.

We were deeply attached to each other in a
 childish way—so much so that we forgot to be
 selfish—one to the other—and this, with children,
 is always an evidence of sincere affection.

He would let me spin his top, and beat his
 drum, and ruin his pumpkin vine whistly; and I
 would consign my freshest picture books, and my
 reddest-cheeked dolls, to his clumsy fingers.

We used to sail cucumber boats in tubs of
 water; hoist pocket handkerchief flags on bean-
 poles; build long strings of stone wall, a couple of
 inches high, round imaginary gardens; and play
 "horse" till the whole road was clouded with the
 dust we managed to kick up.

Charlie was a nice little fellow, and, in my girl-
 ish days, there was nobody like him; but he is not
 my hero, any more than my pet.

As he grew older, he began to develop a taste
 for adventure, and, at the age of fifteen, he ran
 away from home, with all his capital tied up in
 a red bandanna handkerchief, and shipped on
 board an East Indiaman.

I was twelve years of age at the time, and
 Charlie's exodus nearly broke my heart. I cried
 full an hour, and had red eyes, and a swelled nose,
 all the next day, in consequence. I was only
 comforted, at the last, by the cook's promise of
 making me a gooseberry turnover. She kept her
 promise, and the turnover was excellent! I do
 not think I would object to one just like it now.

Charlie was absent seven years. When he re-
 turned to Barbush, he came over to see us the first
 of all, after his own family. He was a man now
 —tall, bearded, and bronzed, and I couldn't play
 "jack-straws," nor "horse," with him any more.

We were, both of us, surprised to find we were
 not little boy and girl, as we used to be. And we
 were both of us sorry, I do believe.

Just as Charlie was taking leave, he said:

"I brought you something from the Indies,
 Maggie—I mean Miss Cherleigh—but I hardly
 dare to offer it, now that you are a young lady."

"Indeed, Charlie!" I replied. "Why, you ought
 to know that anything you could bring me would
 be acceptable!"

He looked gratified, and said he would fetch it
 over next day. I waited with great impatience.
 What could it be? Cousin Bella Hanye, from
 New York, who was visiting us, said it could be
 no less than a camel's hair shawl; but papa insist-
 ed that it must be either a wax doll, or a new edi-
 tion of Cock Robin, just translated from the orig-
 inal.

Well, it came the next day. Charlie brought it
 over. And what was it? Why, the blackest little
 monkey that you ever set eyes on!

Cousin Bella flew from the room like a lunatic,
 upsetting the what-not, with all my pretty curiosi-

ties, and overturning two chairs and an ottoman, in her frantic haste.

My favorite cat put up her back, and went round and round the new acquisition, uncertain whether to regard the whole affair as a joke, or a serious matter, requiring her growls to make it legal.

I was surprised first; then delighted. I had heard so many funny stories of the doings of monkeys, that I anticipated a continual fund of amusement from the tricks of my Shylock—that was his name—and I thanked Charlie so much, that the fellow actually came to the conclusion that he had done a good thing by importing that monkey.

His ship sailed a week afterward, and I was left in undisputed possession of Shylock. At that epoch the trials of my life began.

My Precious Pet soon grew attached to me, in his own peculiar way, but he never yielded a single freak to my wishes. I might as well have tried to get obedience from the north wind as from him. He seemed especially delighted with doing just what would irritate me the most. The little rascal knew, evidently, that, let his transgressions be ever so broad, his punishment would be light.

Nothing in the house was safe from his inquiring disposition. He filled my bureau-drawers with frogs, that hopped into my face every time I ventured to search for any article I wanted—frightening me half out of my wits. He put "cockle buttons" into my bed; pinned rags and strings to my dresses; scented himself with my costliest perfumes, and brushed his head with my hair-brushes.

He and the cat were, singularly enough, very good friends—though Shylock never scrupled to box her ears, soundly, if she displeased him.

To the neighborhood he was at once a nuisance and an amusement. Almost everybody was afraid of him, but still they liked to see his comical tricks played off on somebody else.

One autumn evening the Sewing Society met at our house. Elder Busby, a good old man, celebrated for his long-winded prayers, was present; of course Elder Busby must pray, and we all resigned ourselves to be martyrs for the next two hours.

Shylock was in the room when the petition began, and I knew by the expression of his little black face that mischief was brewing. Directly, he slid from the room, and I would have followed had not courtesy forbidden. Elder Busby would never forgive me if I left the room while he was praying. But I sat on nettles, I expected something dreadful—I could not guess what. Mother nudged me to keep quiet; and papa frowned at me over a suppressed yawn; and Miss Periwinkle,

who was popularly supposed to have designs on the widowed heart of Elder Busby, gave utterance to an audible groan at my degeneracy.

Just as the elder had consigned us all to everlasting perdition, modified by certain sectarian conditions, (a proceeding, by-the-way, which he always seemed to take particular delight in,) there was a singular rumbling, shuffling sound in the direction of the chimney—we had an open fireplace. Another second, and down the flue, in a cloud of soot and ashes, came a black and white fluttering object, that I recognized as mother's Shanghae rooster, obtained by her at considerable trouble and expense.

The music that came from the poor bird's throat was most terribly indescribable, and the audience were frightened out of all sense of decorum. The women shrieked—the men looked around for their hats, and the celestial visitant, thinking, probably, that the firelight was the daybreak, hopped upon the bald head of the elder and crowed lustily.

The elder sprang to his feet, gave one look at the bold intruder, and, hatless as he was, fled from the house, to which he did not return that night. Miss Periwinkle fainted; and honest, but bungling John Jones got her everlasting enmity by flinging some cold water in her face, which washed the paint off, and left her fair skin three shades darker than usual.

I managed to explain things, at last; the monkey was at the bottom of it; and very soon he made his appearance, meek and innocent, but here and there a suspicious feather sticking in his wool:

The next day, Dr. Huntom, an admirer of my sister Clara, called. The doctor was a man of thirty-five or forty, remarkably young-looking, and possessing the most abundant hair of any one I have ever seen.

I was sitting in a recess of the parlor, and the visitor failed to observe me—but, not considering it worth while to show myself, I went on with my book.

The passionate tones of the doctor's voice arrested my attention, and warned me that I had better be some where else; but I could not reach that wished-for spot without being seen by the devoted couple—so I judged it best to keep quiet.

"My dearest girl," began the doctor, "I have long admired you above all others, and you must have guessed the meaning of my attention!"

Clara was blushing, and toying with the rings on her finger. The doctor leaned toward her, his arm half encircling her waist; and just then to my infinite horror, I perceived Shylock climbing the back of the lover's chair with the utmost caution. The doctor gave utterance to the words, "Will you be mine?" when the monkey's long paw

dexterously removed the most cunningly made "scratch" from the head of the absorbed gentleman, leaving a spot, the size of a teacup, bald, bare, and polished as the top of a marble table.

Clara screamed with horror. The doctor put up his hand, and, discovering his loss, turned to wreak his vengeance on the guilty one—turned just in time to see Shylock disappearing through the window, his round head adorned with the profuse hair that had been one of Dr. Huntom's chiefest attractions.

As might have been expected, the doctor left without an answer to his question, and Clara accepted Will Adams the very next day.

About this time, a vacant farm next our own was purchased, by a gentleman from a distant state—the Hon. Zebulm Chester. The Elm was, originally, a fine old place, and, under the direction of its new proprietor, it grew absolutely beautiful. The old stone house was remodeled, and furnished with the costliest modern furniture; the grounds were laid out with elegance and taste, and, as the spring opened, the Hon. Zebulm removed thither.

Zebulm! How I did laugh at the name, and at the gentleman, too! He was so grave, and stately, and self-possessed. But he was a perfect gentleman—handsome, traveled, and—the gossips said—"a splendid catch!" But then, his name! Only fancy a wife, calling out to her husband, "Dear Zebby!"

From the very first, Shylock took a strong liking to this man. I hardly knew why. He was not given to forming new attachments, but he persisted in visiting The Elms every day, on the most familiar footing. Almost invariably he carried something, by way of propitiation—a large apple, a piece of pie, a doughnut, or something of that kind, which he would gravely deposit in Mr. Chester's hand.

After a while he took to a new species of offerings, and conveyed to our amused neighbor my shoes, bonnets, gloves, jewelry, etc., with the greatest liberality.

Mr. Chester declared he had enough of my wardrobe to set him up as a fine lady, any time he chose to make the metamorphosis.

At one period, I had Mr. Chester's bootjack, dressing gown; a flute, shaving case, and meerschau, all at once; and he was in possession of my slippers, three pair of undersleeves, a Sontag, two bosom pins, and my best embroidered night-cap.

I got so that I fairly hated the man, or thought I did, which amounted to the same thing. Our family took to teasing me most mercilessly about him, and, if anything will make a woman disperse

a man, it is to be accused of having "designs" on him.

Papa insisted upon it that Mr. Chester had engaged Shylock as *diplomat*, to arrange the marriage settlement, and that he was generous enough to "endow" me with his goods before the performance of the ceremony.

One night, when they had carried the thing beyond all bounds, some of the young people of the vicinity being present, I was provoked to do something daring. I just wanted to convince them all that, in spite of the monkey express line between us, I did not care a fig for Mr. Chester.

So I made a sketch of the Hon. Zebulm—I was only too clever with my pencil—riding a donkey, and underneath was the inscription:

"A PAIR OF 'EM."

There was no particular wit in the caricature, but the likeness was unmistakable. I have the drawing before me now, and must be pardoned the egotism of saying, that Mr. Chester's *personel* was perfect; but the donkey's ears, at this late day, strikes me as rather too long, and his frame a little too angular for a respectable beast.

We all laughed at it, of course, and afterward threw it a side, and, for the time, it passed entirely from my mind.

A day or two afterward I was in the garden, which joined Mr. Chester's, when, suddenly, there shot past me the most grotesque object I have ever seen. A second glance revealed Shylock, invested in my new crinoline, *minus* all drapery, my lace fichu over his shoulders, my "love of a bonnet" perched on his head, and my fifteen dollar parasol in one paw, and in the other—good gracious! it was that very indetical scrap of paper on which I had sketched "A Pair of 'em!" And he was going right in the direction of Mr. Chester's!

I called frantically to him to stop, but he only grinned, and wriggled on, as effected as any Broadway *belle*. Shylock must have seen society somewhere, or he never could have assumed that fashionable mind.

Mr. Chester sat smoking on the piazza. Shylock saw him and quickened his pace. My face grew dreadfully hot. I would have given my pearl set to have laid my hands on that terrible scrap of paper! I started to run after the little wretch. He bounded over the fence and struck for Mr. Chester. I gained upon him. His new style of rig impeded his progress, and for a moment, I cherished the delusive hope that I might capture him in season to prevent the fatal disclosure.

I exerted myself to the utmost, and succeeded in grasping the last spring of his skirt, just as he put the drawing into Mr. Chester's hand. I

thought I should sink with shame. If my nerves had been in the least weak, I should have fainted away, like the heroines in five volume novels.

Mr. Chester looked at the vile sheet. His face flushed slowly, but there was no other exhibition of emotion. I respected him enough then.

"A good representation!" he said, holding it off. "Thank you, Shylock. It is equal to a photograph. Allow me to enquire, Miss Cherleigh, if the conception of the four-footed character was original or borrowed?"

I burst into tears. If it had been to have saved my neck from the hemp, I couldn't help it. He was so coolly sarcastic, and looked down upon me from such an immense height!

He lifted me up and carried me into the sitting-room, still holding his arm around me.

"Margaret, what are you crying for? Is it because I have seen the drawing, or because you are sorry that you made it?"

"Oh! how can you ask?" I began, impetuously. "I dispise myself too thoroughly to need your scorn! But if you only knew how they have all provoked and teased me with—with——" and here I broke down.

"With what, Margaret?"

"With having designs on you! There, I have said it! And I thought I would show them that I didn't care!"

"And did you care?" His arm tightened around me, and, really, what is the use of telling all one knows to everybody? But Mr. Chester is a tyrant, and forced me to a full confession.

He patted Shylock on the head, and said he was our best friend.

And now that we are married, we keep Shylock still, the very apple of our eyes, though old and gray.

Charlie Moreland is married, and has a half-dozen little Morelands around his table, and the oldest is christened Margaret.

I am happy, but I never call my husband Zebulm; and sometimes I think he never would have been mine, but for MY PRECIOUS PET.

Uncle Jake's Dumb Critters.

I don't know much of language such as the scholars tell,

But the language of the dumb critters I understand quite well,

And I think, sir—yes, I think, sir, that their voices reach the sky,

And that their Maker understands the pleading of their eye,

And I shouldn't be surprised, sir, if in the judgment day,

Some cruel, heartless human folks should be as dumb as they.

My house is not as elegant as many are, I know; But my cattle are all sheltered from the wintry winds and snow.

And they're not kept on rations that leave nothing but the frame,

Or in the spring returning to the "dust from whence they came."

Ah! God hath wisely ordered, sir, that in a money way,

Starving, abusing critters are the things that will not pay.

If any of my flock are sick or hurt in any way, I see that they are cared for, sir, by night as well as day.

My letter's on their wool, sir—that's all the brand I know;

My lambs—they are not tailless, for God didn't make them so.

Some say sheep don't need water, but I tell you it's a lie!

They're almost frantic for it, sir, the same as you or I.

My horses—you have seen them, sir; they are just what they seem;

And, if I do say it myself, they are a splendid team.

They wear no foolish blinders, and from hitchup reins are free;

And they never had a hurt, sir, that has been caused by me.

The way they do my bidding now, 'tis really a surprise!

They know my very step, sir, and thank me with their eyes.

My pigpen, over yonder, I'd like, sir, to have shown;

My hogs—they never are the "breed" that is but skin and bone;

I know, sir, that to fatten them, they need both food and drink,

A shelter and a bed, sir, will help it on, I think. I have a yard on purpose they can root where they choose—

It seems to me like cruelty, so rings I never use.

There's one thing more I want to show, 'tis Hannah's hen house here—

Our poultry always pays us well, and just now eggs are dear.

'Tis warm and clean and bright, you see, with gravel on the ground;

There's feed and water standing here all day the whole year round.

But maybe I have tired you, sir—forgive an old man's pride;

But somehow I love dumb critter's and I want their wants supplied.

—Our Dumb Animals.



E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.

W. N. GATES, ADVERTISING MANAGER, 10 Public Square, Cleveland, O.

ANOTHER APOLOGY.

Again must the readers of *THE CONDUCTOR* be asked to exercise patience. If they find this number below the usual standard, and it undoubtedly will be, the cause thereof will be found in the fact that sore affliction has overtaken the editor, E. H. Belknap, who at this writing, May 20th, is very nigh unto death's door, though showing a slight change for the better. Editor Belknap suffered a stroke of paralysis on the 13th, which brought him to the very brink of the river, the opposite shore of which is such an impenetrable mystery to mankind. For days despair of his recovery had possession of his devoted wife and hosts of friends. His condition was such that the advent of the insatiate Reaper was momentarily expected. But thanks to a rugged constitution, which, though weakened by severe attacks of La Grippe, retains sufficient vigor to successfully battle with a more subtle foe and holds out fair promise of ultimate recovery.

As a consequence of Editor Belknap's illness, coupled with the additional fact that everyone connected with the "headquarters" at all conversant with the details necessary to getting out *THE CONDUCTOR* is in Rochester attending the annual session of the Order, a new man was compelled to take the "run" on the shortest kind of notice. He will do the best he can under the circumstances, and with the above explanation and sad announcement feels assured that the readers will treat his shortcomings charitably, and with him devoutly wish for the speedy restoration of Mr. Belknap to health and editorial duties.

P. S.—At the hour of going to press, May 29th, Editor Belknap, we are much pleased to inform the readers of *THE RAILWAY CONDUCTOR*, is in a very promising way for early and complete recovery. For days he was unconscious, and when consciousness returned he was speechless and his entire right side paralyzed. Now he can converse and is able to slightly move the portions affected. His physician says he will recover, a consummation his legion of friends will hail with great satisfaction.

Strange, isn't it, how men will differ? How level-headed men will arrive at opposite conclusions on important matters? A case in point is the report of the Railway Commission of New York, in which the astute members of that body assert that the blocking of frogs and guard rails has a tendency to promote instead of prevent accidents to railway men. On the same principle a sumptuous meal would produce hunger and a continuous fast take the place of a "square" meal.

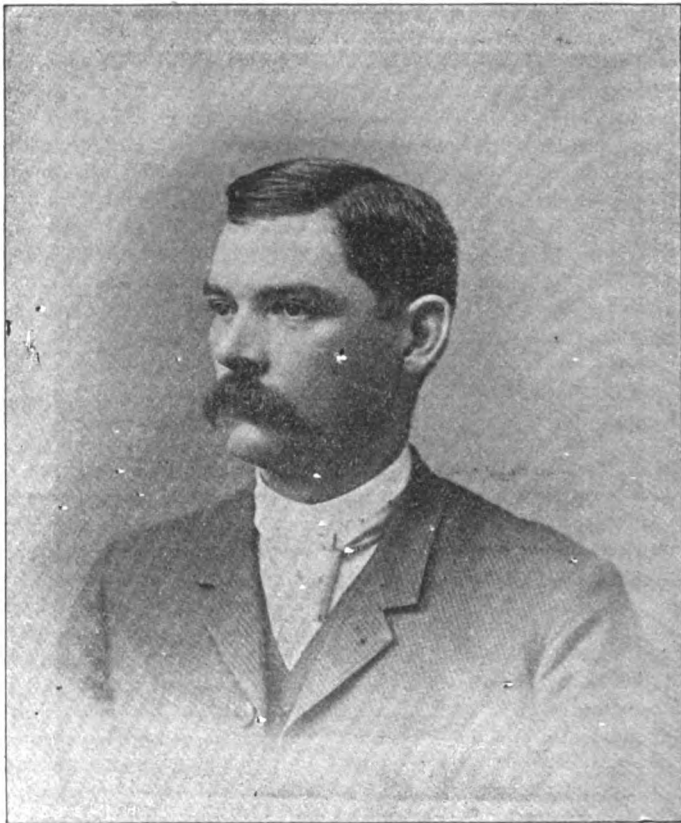
TREAT HIM KINDLY.

Shortly after this number of *THE RAILWAY CONDUCTOR* reaches its readers, the census enumerator will be abroad in the land. Dear reader, you will, no doubt, have to pass the ordeal of the enumerator's interrogatories, and we counsel you, in fact, beg of you, to have in store an inexhaustible stock of patience. It will come in very handy before you get through replying to all the questions, to refuse an answer to any of which will subject you to a fine of \$30. The charge that nearly all the questions are either nonsensical or impertinent will not be accepted as a valid excuse for declining to answer. Nor will it be polite to inform the enumerator that the primary design of the census was to learn the number of the inhabitants of the country. The fathers who formulated the census scheme were fogies who indulged the homely fashion of attending to their own business—a fashion now moth eaten and dust covered and almost unknown to "sassiety." But this is no fault of the enumerator. He has a duty to perform, and has taken an oath to follow not only the spirit but the letter of his instructions. Bear with him in patience, even though inclined to "punch" his head for impertinence. Remember his string of questions is tormentingly long, and if his memory be faulty, he may get mixed in his interrogatories and interject others not down on his "list." Come to think of it, there are some

essential questions not down on the list, answers to which would be valuable auxiliaries in filling the census publications which the dear people pay so liberally for compiling and publishing. For instance, it is of vital importance that the readers of the census volumes should know whether you consider marriage a failure; how you treat your children; whether you ever thrash your wife; who is your grocer and whether you paid your last month's grocery bill; whether you belong to a club and if so, how often you come home from it

EDGAR ERASTUS CLARK.

We give to the readers of the CONDUCTOR in this number a portrait and sketch of the Grand Chief Conductor elect, of the Order of Railway Conductors. Edgar Erastus Clark was born in Lima, Livingston Co., New York, February 18, 1856. At the age of six years, his father died, leaving him and his good mother to tread the pathway of life together. As soon as he was old enough he was placed in school at the Genesee Wesleyan



E. E. CLARK, GRAND CHIEF CONDUCTOR-ELECT.

"full;" whether you bet on your home base ball club through a run of bad umpiring as well as when said official is afraid to give decisions against your favorites; whether you go to church when you can't help it, or hale up somewhere of a Sunday and play "cinch" or "penny-ante;" whether it will rain, and where did you get that hat? He may not put these question to you, but if he does, answer them kindly, promptly and truthfully, for they are of as much importance as the majority of questions formulated by the census commissioner.

Seminary where he remained until 1872. After leaving school he was taken suddenly ill, like many a young man in those days, with what was usually termed western fever, and starting west without any particular place in view, after a few days wandering found himself in the now flourishing city of Austin, Minn. He applied for a situation as brakeman on the B. C. R. & N. railway, and for a while was acting in that capacity for the present Grand Secretary and Treasurer of the O. R. C. After working here for a time he concluded

it was to his interest to go farther west, so in 1876 we find the young man at Ogden on the Central Pacific railroad. In 1880, September 1, Brother Clark met with an accident which undoubtedly changed the whole tenor of his life; what he might have done or become had it not been for this accident we shall probably never know, but we surmise it was the making of the boy. It was the occasion of his marriage to Miss Lavinia Jenkins, of Ogden, Utah, which union has been blessed with four children, two boys and two girls, of whom Brother Clark is very proud. For a little over four years he was employed by the D. & R. G. W. railroad, and for nearly four years as passenger conductor. At the session of the Grand Division, held at Denver, he was elected Grand Senior Conductor for the period of two years. Brother Clark is a member of Wasatch Division, No. 124, of Ogden, Utah, having served three terms as Chief Conductor of that division. This alone should serve as a fitting credential to his worth as a member of the Order.

By a recent decision of the Railway Commission of Missouri, the practice of collecting extra fare from passengers who fail to purchase tickets is declared illegal and consequently forbidden. This ruling is at variance with several federal court decisions, which latter were based on the grounds that railway companies had a right to require the purchase of tickets before entering trains, the object aimed at by this apparently harmless measure being to remove temptation from conductors. The Missouri commission's ruling is the proper one. All just men will concede this. It is democratic and on the strict line of justice. The currency of the land is made a legal tender on the train as well as at the ticket office, and the conductor recognized as a reputable man, worthy of the confidence of his employers and the public, instead of unjustly resting under the ban of suspicion, as he is made to by the text of other decisions.

RAILWAY CONDUCTORS.

OPENING OF THE 22D SESSION OF THE GRAND DIVISION OF THE ORDER OF RAILWAY CONDUCTORS.

A public reception in the Lyceum theatre to the Grand Division opened the convention of the Order of Railway Conductors on Tuesday May 13th, 1890. The exercises took place in the Lyceum theater. The stage was prettily arranged as a drawing room, the chairs being occupied by the speakers and Grand Officers. A large audience was present, including members of the Order with their wives and friends. The orchestra, dress

circle and boxes were filled and many occupied seats in the balcony.

On the stage were the speakers who welcomed the convention to the state and city: Hon. Frank Rice, secretary of state; Mayor Carroll, Senator McNaughton, City Attorney Ernst, and W. A. Sutherland. The following officials of the Grand Division were also on the stage; C. S. Wheaton, Elmira, Grand Chief Conductor; W. P. Daniels, Cedar Rapids, Iowa, Grand Secretary; C. H. Wilkins, Chicago, Assistant Grand Chief Conductor; E. E. Clark, Ogden, Utah Territory, Grand Senior Conductor; Howard Evans, Schenectady, N. Y., M. Clancy, Kent, Ohio, W. C. Cross Burlington, Iowa, all of the Executive Committee; C. E. Weisz, Middletown, N. Y., J. H. Lattimer, Atlanta, Ga., both of the Insurance Committee; J. O. Spelman, chairman of the local committee of arrangements.

An overture, admirably played by the theater orchestra under Prof. Laisy's direction, opened the exercises. Prayer was offered by Rev. Dr. Stebbins of the Central Church, and was an earnest invocation for wisdom in the proceedings of the convention and Divine protection for the delegates. J. O. Spelman, chairman of the committee of arrangements, presided, and at the close of the prayer introduced the first speaker of the day, Hon. Frank Rice, secretary of New York state. His address, which was frequently interrupted by enthusiastic applause, is given in full, as follows:

Grand Chief Conductor, Officers and Members of the Order of Railway Conductors of America:

The opportunity to speak a word of welcome on this occasion affords me great pleasure, because, first, it is scarcely possible for any citizen to face this great assemblage of railroad men without being able to recognize many familiar forms and faces; and because, second, he who is your chief officer and presides over your deliberations, who is your official head, and conducts, manages and controls your organization subject to the direction of your Grand Division is, and since the days when he and I occupied the same wooden bench in the old country school house, less than three score miles from here, has been my intimate and trusted friend. The elevation to first position in your Order of one possessed of his honesty of purpose and capacity for organization and business, is a sufficient guaranty of the wisdom of its members, and their determination to found and build for the present and the future.

Conductors of railway trains more than any other men, have relations, connection and intercourse with the whole people. They come in daily business contact with the traveling public, which comprises the inhabitants of the civilized portions of the world. More than any other men, to them is committed the safety, protection, comfort and pleasure of immense numbers of people—those who are continually being transported from place to place as business or inclination leads or dictates. Their command starts, controls and stops the

mighty inventions of science devised for the purposes of transportation, and an inconsiderate word or a false sign may send to destruction the lives of hundreds. To them, therefore, in the pursuit of their occupation, attaches a responsibility which is not easily measured.

Their task-master may be said to be the general public, and none is more exacting. Patience, civility, forbearance, courteousness and strict attention are expected and demanded at all times, in all conditions, whatever provocation, annoyance or insult is offered. The inconsiderateness of childhood must be overlooked; the inquisitiveness of youth must be satisfied; the selfishness and unreasonableness of middle age must be endured, and the infirmity of old age excused. If the nervous persistence of some old lady traveling alone has induced a conductor to stop his train at some way station, to be told, by her after the train had stopped, that she desires only to take a dose of medicine at that point, as advised by her physician, he must avoid all appearance of exasperation and with amiable countenance, blandly assure her that it is a great personal privilege to have been allowed the opportunity to accommodate her. If the bully or inebriate cause disorder or confusion, the conductor must persuade to quiet by the power of temperate language, or remove from the train by gentle force which will not offend. If the dead beat attempts to ride from Rochester to Syracuse, and the conductor ventures to remind him that his ticket read Brighton, and was taken up just before reaching that station, he must wear a calm look of satisfaction when the passenger, appearing to burst with indignation speaks of the outrage upon his honor and integrity, and the vindication of his veracity and good name by taking prompt means to secure the dismissal from employment, of a servant so insolent and unworthy.

Vexations and annoyances which these instances illustrate, are of daily occurrence, and constantly call for great self-possession and control; and to the credit of our craft, conductors, it must be said that, in the main, these responsibilities, obligations and duties, are well borne and performed. The general public owes you a debt of gratitude, when your work is faithfully done, which never has been and never will be, fully paid, because never fully appreciated and understood.

This Order of yours has existed more than twenty years. Its membership has grown from 1,000 to 14,000, and it has paid to its widows and orphans and sick and disabled \$1,000,000. Its plans, purposes and methods are similar to those of many other organizations and are admirably stated in a section of its constitution. But in one respect you have stepped in advance of any other association whose members are wholly employes, dependent for wages, or compensation for their labor, upon contract with the employer.

For the enforcement and protection of your rights you do not depend upon might. Force has given place to reason. You have declared against "strikes." As the nations of the world have abandoned a resort to arms and have sought peace in arbitration, so you have depended on the power of enlightened public opinion and the justice of your cause. Your experience, I am informed, is satisfactory. While wrong has not always been avoided or removed, injustice has oftener and more readily yielded to reason than to force. For this radical action great commendation

is due your Order. The great corporations of the country owe you much. They owe you, at least, one thing they have not yet accorded. The contemptible spy, who boards your train in disguise, must earn his price. The envelope of ominous blue, which is supposed to result from the secret information imparted by him, is odious and unjust. One of the first principles of civil government requires for the accused a hearing and defense. As much as this should be denied to no man charged with wrong, whenever or wherever the charge is made.

Let your accuser, whether it be the paid detective, or the bully or dead beat whom you have corrected or offended, be made to confront you with his accusations. Let your answer and defense to these accusations be heard and considered, and the greediest demand of the honest and honorable conductor will have been satisfied, and the full measure of justice have been done in this regard.

Conductors, I say again it is a pleasure to face you, and honestly, earnestly and sincerely I extend to you a welcome to our Empire state. May this session of your Grand Division be harmonious, successful and profitable; may your intercourse with each other be fraternal; and may your sojourn be so pleasant and agreeable, that in the near future you may again direct your Grand Chief Conductor, by the fall of his gavel, to convene your Order at some point within our state.

Grand Chief Conductor Wheaton on behalf of the organization responded to Mr. Rice's address of welcome and returned the thanks of the members. Mr. Wheaton referred in a feeling manner to his meeting with Secretary Rice, the latter representing the greatest state in the Union, and the speaker representing, he believed, the greatest Order in the country. The speaker knew that the honorable secretary had little time to make speeches and would say nothing which did not come from his heart. Continuing, the speaker dwelt on the nature of the organization. Its affairs are carried on according to business principles, he said, and it has succeeded in making the conductor's life happier than it would have been without such an organization. The conductor's position, he said, is one of great responsibility, and should be filled by honorable, upright men. Of first importance is it that the conductor shall be a law-abiding citizen. The speaker closed by giving statistics in regard to the work of the association in relieving the widows and orphans of deceased members.

Mayor Carroll was introduced and received with hearty applause. He spoke as follows:

In the name of this people, whom you have honored by holding your session here, I bid you a hearty welcome. Many of your members are residents of Rochester, esteemed by all for their many estimable traits of character and their pleasure is shared on this occasion by all their fellow citizens. Your grand organization, representing the multitude of interests which center in the successful operation of the railroads of the country becomes

conspicuous above all similar associations in many ways. The vast properties in your daily care, the millions of lives entrusted to your watchfulness, the fidelity with which you meet daily emergencies, unprovided for by rules and left to your discretion, evoke the profound gratitude of all communities and the deepest interest in your welfare. I can tell you nothing you do not know of the important relations you hold to the public welfare and shall be content to give expression to the general appreciation of the worth, skill and noble character of your membership. No class of men evince a deeper sense of their responsibility nor meet their daily risks of life and limb with so much true courage. You assemble in a city which is in relations with distant parts of the country by large shipments of its products, and which sends its citizens in pursuit of profit or pleasure to the ends of the world. They have experienced your courtesy, have been protected by your faithfulness and returned safely to their families under your guidance from extensive travel. They sympathise with all the purposes of your meeting, and when it is necessary for your organization in defense of the rights of its members to make a stand against the corporations employing your service, our citizenship may ever be relied on to remember the debt of gratitude they owe you.

We are proud of our city, and nevermore so than since it has seemed good to you to meet in its halls. The early summer bids you welcome. The waterfall which thunders to the sky its joy in being the servant of our manufacturers, bids you welcome. The schools and churches turn out their attendance to join in the general welcome. Our art galleries and university museum open their doors in welcome. Priest, student, artisan, professional man, women and children, 130,000 strong, bid you welcome. The official bodies of our city bid you welcome.

May your stay be pleasant, your business prosperous and your remembrance of your session here be a joy unto you forever.

W. P. Daniels, Grand Secretary and Treasurer, was the next speaker. There are three times, he said, in the life of a conductor when he would not change his position with that of the Chief Magistrate of the country. The first time is when the conductor starts out with his first train. The second occasion is when he first struts up and down the platform with gold lace on his cap. The third time is when, as a member of the Grand Division, he comes to Rochester and receives such a royal welcome as they have received. He expressed special gratification at the evident sincerity and the open-hearted manner for which the delegates were received.

Senator Donald McNaughton was introduced as "that staunch friend of the conductor," and spoke as follows;

Mr. Chairman, Delegates and Ladies:

I have no words to express adequately my appreciation of the honor conferred on me by the invitation to be present on this occasion, nor to syllable the pleasure I have in being permitted to say a few words of greeting to representatives from all the States and Territories of our Union and the provinces of this useful and beneficent organization of railway conductors.

The privilege thus extended I attribute to the fact that I was a member of your fraternity, rather than to any official position I hold, for it must be known to most of the delegates that I was conductor on a train from Taunton, Mass., to Rochester. Yes, after leaving the elms of that handsome town, I took the helm. Conductor, did I say? I was not only that useful personage but baggage-man, brakeman, waterboy, newsboy and the only passenger and a deadhead at that.

Delegates, if a convention of railway conductors had been called exactly sixty years ago, this spacious theater would have been filled with one conductor, the one who shouted "all aboard" on the first train on any railway successfully operated, intended for miscellaneous traffic on this continent. It was drawn by the first locomotive made in America, used in the transportation of passengers, and that locomotive was built by Peter Cooper, of immortal and blessed memory. It will be a source of unbounded gratification to all present to learn that if a convention had been held in 1830, I can with becoming modesty—relying on the good taste and judgment of the committee on invitation assert that I would have been present to welcome the assembled delegates, for I was born that year, and it is said that I could make myself heard and understood better then than now. The fact that I was born in 1830, the year which marks so important an era in American railways impart to this sixtieth anniversary of that event great significance and the coincidence will, without doubt, be noted in the records of the proceedings of this convention. Fortunately for you I am not here to deliver an address, being to-day a sort of Miller coupler between the coaches, Daniels and Wilkins, a dull, rusty connecting link only in the brilliant intellectual train.

The locomotive that pulled the pioneer train six decades ago was named the Tom Thumb, the only American locomotive on the continent washed by two oceans—today we can say of American locomotives for speed and strength—thumbs up—and of them we have a full hand. Since that pioneer train, what marked and wonderful changes have been wrought; how rapidly have the hands moved across the great dial of human progress. In improvements in railways alone what a wealth of suggestion and thought. From the provinces to the sunny south, from ocean to ocean, over mountains, valleys, over rivers and plains the steel channels of commerce and transportation course, bearing from the Pacific to the Atlantic the wealth of empires, and from the murmuring waves of the Atlantic to the lands of sunsets of burnished gold the glow of fire that burns without consuming.

Conductors, you fill an important and responsible position, and you perform your duties and fill

your places well. Your trains transport soldiers and sailors, aged patriarchs, the puffy infant, happy bridal couples, the lifeless form of the encoffined princess and peasant, presidents, living and dead. To your care, custody and control is entrusted all that represents the fertility and beauty of the earth, the products of the forest, the mines, what the seas, the lakes and the rivers yield, grains from golden harvests, cotton from southern fields, output of furnaces, fruits of all lands, and fabrics of the looms. It is eminently fitting and appropriate that your convention is held in the Empire state. New York owns her supremacy, the right to the title, by means of superior, unsurpassed means of transportation. Early in her history she extended aid in the construction of the Erie canal; then gave millions to assist the completion of a railroad from Lake Erie to the Atlantic, and nine years after the pioneer train ran from Baltimore to Ellicott's Mills, the governor of this state in a message stated that the largest amount of mileage embraced in any of the continuous systems of railways finished, was in the state of New York, being about 180 miles.

Delegates, of the utility and usefulness of your organization there is no doubt. It is a non-partisan, non-political, non-sectarian, but a compact body of earnest men for social enjoyment, benevolent and beneficiary purposes, and it is well that for a few days you lay aside the badge that gitters on your breast like the star of the East, and consult together on matters which concern the ultimate good and welfare of members of the Order.

But soon to be followed by a gentleman whom you will delight to hear, one who fills with great credit and honor an important office in this great State—who in turn will be succeeded on this platform by silver-tongued orators. These desultory remarks are but a feeble return for your courtesy, but let me in conclusion express the wish that your convention will be pleasant, profitable and harmonious; that you will have a safe return to your homes and various places of duty; that you will carry with you pleasant memories of the Flower City and the Empire State. Always may the face of your Waterbury watch look on you with approval and complacency, and when the last station in your life's journey is reached, may you be signaled on to a station of eternal rest by the pure, bright, white light from a lamp in the hand of the Conductor, Eternal and Supreme.

C. H. Wilkins, of Chicago, assistant grand chief conductor, was next introduced. He gracefully thanked the speakers who had so cordially welcomed the delegates to the city. Mr. Wilkins delivered a bright and entertaining speech on the life of a conductor. His many humorous "hits" were duly appreciated, as the ready applause showed.

Hon. Chas. B. Ernst, city attorney, delivered a characteristic speech, earnest, eloquent and witty. It has always been the custom for men of various trades to assemble together for consultation. The ancient guilds have assembled into the Knights of Labor and Federation of Trade, he said. It is in pursuance of this proper custom that you have met together. Your organization has a noble history. The conductors duty is to be more

numerous with the advance of mercantile improvement. Years ago the conductor's principal duty was to save his passenger's scalps from the savage Indians. Now the conductors principal foe is the "spotter." He is also somewhat troubled with the tongues of woman who may take passage on his train. Your trains now travel from forty to fifty miles an hour but do not yet go as fast as a woman's tongue.

You are gentlemen of intelligence and bravery. In danger, when the faces of passengers blanch, the conductor must keep cool, reverse the lever, and save the lives of his passengers. It is eminently proper that you should be welcomed to this city. May your proceedings be harmonious and conduce to your own good and that of the public.

Norman Watkins of Kansas City was introduced as a representative conductor. He was listened to with special attention, as his name is prominently mentioned as candidate for grand chief conductor. He is an excellent speaker, with a good voice, and talks deliberately and impressively. The present convention he declared to be the most important ever held by the organization. There are most vital questions coming up for consideration, he said. He felt that he could assure those present that the organization will never do anything which will make it less welcome in any community than it is at present. The object of the organization is to secure justice for the members, he said, and this will be sought by lawful means.

Wm. A. Sutherland, of this city, was introduced and delivered a speech well filled with puns which excited both laughter and applause. "The Empire State is yours," he said, "and all the rice in the granaries, as the Secretary of State has told you. In coming days you will remember the dulcet tones in which the Mayor poured forth his carols. You will still remember, however, that he is capable of speaking in tones like the report of a cannon. He has said there is law in Rochester on the first day of the week, and there is law." (applause). The speaker paid a graceful tribute to Senator McNaughton. After this the speaker said he was glad to hear Dr. Stebbins speak, as he is a minister in favor of a wide gauge railroad with a fast express carrying millions of people into heaven, and does not believe in the old style of limited trains with only a few sent to their heavenly destination. In closing, he said the organization has a noble mission in hastening the day when all men will be brothers.

E. E. Clark, of Ogden, U. T., Grand Senior Conductor, spoke of the work of organized labor. He did not believe that it is true, as had been stated, that the deathknell of organized labor has been sounded. The opinions of the majority are

generally right, he believed, and the officers of the order will be successful in their work while they carry out the wishes of the majority of members of the order.

Rev. Dr. Stebbins was the last speaker. He was glad the conductors brought their wives, as it was a delicate compliment to the cause of woman's rights—her right to her husband's society and reasonable recreation as far as possible. He desired to state with reference to the Mayor, that he believed not only in Sunday law, as was said, but also in law on every day in the week. "We shall read in the papers the accounts of your proceedings with interest," he said, "but not with solicitude, for we know enough of you to be assured that you will not do anything which will not be in accordance with equity. We put our lives in your care, and after doing this, what may we not entrust to you? Certainly we can trust that wisdom will guide your proceedings."

W. S. Butler, of Sioux City, Iowa, was the last speaker. He pointed out that while the organization is social to a large extent, still one of its first objects is to secure for conductors pay commensurate with their work and responsibilities. At the same time he said, the strictest compliance with the constitution and laws of the country must be observed. The exercises closed with a benediction by Dr. Stebbins. (*Rochester Union and Advertiser.*)

Bro. Daniels was directed to give the following letters to the daily papers in Rochester, N. Y., and to publish it in *The Conductor*.

In consequence of many exaggerated and false reports that have been published since the opening of the twenty-second Grand Division of the Order of Railway Conductors, I have decided to request you to publish for us a brief statement of the actual facts in regard to our action here.

I do not wish to be understood as censuring or reflecting with the newspapers of Rochester, in the slightest degree, as I fully realize the fact that they have simply published information that has been given them by interested parties.

The statement, openly made and sent broadcast over the United States that the Order of Railway Conductors has become a striking organization, is absolutely false. They have merely taken from their laws a clause by which members are obligated not to engage in any strike of railway employees. They have put nothing in place of it and will not do so, the intent being to maintain a position that will leave each and every individual member free to do exactly as he chooses, and to exercise his inalienable rights as an American citizen.

It is an absolute fact that can be proved by undisputed evidence, if necessary, that some of those members who are now accusing the Order of Railway Conductors of having resolved itself into a strike organization, have, within the very recent past, publicly announced themselves as in favor of the very action that has been taken.

There has been no change in the principles of the Order of Railway Conductors, the assertion of members to the contrary notwithstanding, and it certainly appears to the writer, as well as to many others, that the statements made by some of these members is for the two-fold purpose of gaining for themselves personal advantages in certain quarters and to injure the Order of Railway Conductors all that they possibly can, by endeavoring to make the public and railway companies believe that the Order has placed itself in a position of antagonism, not only to the corporations in whose employ its members are, but also to the best interests of the general public.

It is also a noticeable fact that all of the information given to the newspapers has been directly in this line.

The withdrawal of Mr. Chittenden was hardly an accomplished fact before it was published in the daily papers. The remarks of Mr. Wheaton declining the nomination as grand chief conductor, on account of what he alleged to be a change in the principles of the Order of Railway Conductors, were hardly uttered before they were published in the daily papers. The two telegrams received yesterday, one to Mr. Ostrander and one from Mr. Chittendon, are both published this morning.

Had those who have acted with the majority during the entire session, taken the same course with regard to giving the public information, matters would present an entirely different aspect. It has been openly asserted by some few of the members who declined to acquiesce in the action of a large majority, that they would use their best endeavors to make the Order of Railway Conductors a strike organization, or place it in the control, if possible, of the very few, who, perhaps, desired to go to the extreme on the strike question. Let me ask the members and the public generally, to suspend their verdict and make their decision upon the acts and record of the Order of Railway Conductors and not upon ex parte statements and accusations made by a very few dissatisfied members, among them some whose ambition for place has been disappointed.

In regard to the extract from the *New Haven News*, published in the *Union* of the 19th, which is also being spread broadcast over the United States by those same discontented mem-

bers, such puerile nonsense is unworthy of any serious attention, and it is perhaps well for some of those whose cause Mr. Hermance espouses that it is so. For if all of the facts were made known to the public it would place some of these malcontents in a very unenviable position. The wholesale charge of perjury made by Mr. Hermance can, in my mind, only be likened to the one jurymen who could not, by any means, influence the eleven ignorant and obstinate ones to join him in his opinions.

The position of the Order of Railway Conductors in regard to these members is exactly this: There is no desire or disposition to force any members out of the order so long as they are willing to abide by its laws, and, in accordance with their obligations, yield a cheerful compliance to the will of a lawfully constituted majority. If, however, they can not do this, we have no room for them. Due allowance will be made for the disappointment and ill feeling consequent upon defeat, but if, after a reasonable time, common-sense and good-fellowship does not resume its sway with these men, they must leave the Order of Railway Conductors.

In regard to the surrender of the charter of Di-

vision 168, its charter has not yet been surrendered, and while it is quite likely that some of its members will withdraw, I am reliably informed that unless undue advantage is taken by those who follow the lead of Mr. Chittenden, its charter will not be surrendered.

Action has already been taken by the Grand Division to define exactly the position of the order and authoritatively deny the absolutely false statements that have been given, either directly or indirectly, to the press of this city.

Yours Very Truly,

WM. P. DANIELS.

The following resolution was adopted at the Grand Division:

Resolved, That the Grand Chief Conductor be authorized and instructed by this Grand Division to furnish to the press the following statement, and attest the same by his official signature:

"While individual action of members of this Order is now in no way restricted, this organization is not on a strike basis, nor has any legislation in that direction been proposed."

C. S. WHEATON,

Grand Chief Conductor.

LEGAL

Single Passage Ticket—Detached Coupons—Slander—Charge—Error.

In an action for damages wherein plaintiff recovered a verdict for \$1,500, defendant appealed. When plaintiff purchased from defendant a passage ticket from B. to N. Y., which entitled plaintiff to one first-class passage only upon presentation of tickets with checks attached. To the tickets were attached two checks or coupons, containing the words, "This check forfeited if detached." Plaintiff left the train at U; the first check was detached, as plaintiff testified, by the conductor when he alighted. This the conductor denied, but alleged that he found it after plaintiff left, at the head of the berth he occupied. The following day plaintiff resumed his journey, and upon his refusal to pay fare was put off the train at J. He re-entered the train and paid his fare to A, when he, in company with the conductor, called upon the conductor of the first train, where the fare paid by plaintiff was returned to him, after which he remarked to the conductor, "This is not the end of the matter," to which the conductor replied: "You are a nigger and a thief, and I don't doubt but if your pockets were searched we should find them full of counterfeit money." The

defendant requested the trial court to charge that the conduct of the conductor at A, was not admissible as defendant was not responsible therefor. This request was refused.

Held—error. As the company could not be held responsible for the conduct of the conductor further than ejecting him,

Held, also, that plaintiff's ticket only entitled him to a single continuous passage on each road without the right of stopping at an intermediate station and resuming the journey by another train, and if he had such right he lost it if he voluntarily or negligently detached the check. Judgment reversed.

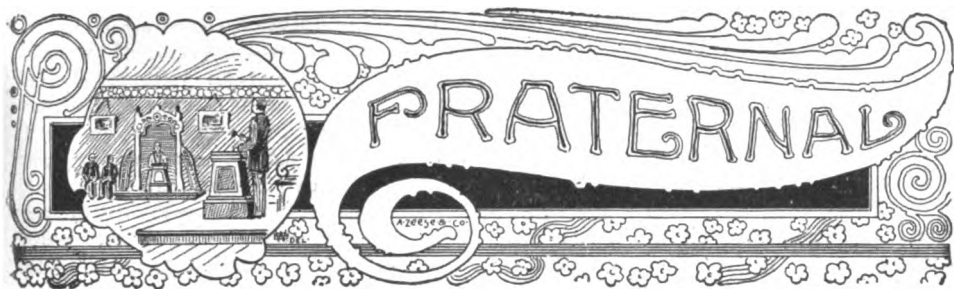
Hamilton vs. New York Cent. Ry Co., N. Y. S. C.

Carriers of Passengers—Sunday Traveling.

When plaintiff, a passenger on the defendant's railway train, received an injury in leaving the depot grounds at the place of her destination, through the conductor's negligent direction,

Held, In an action for damages for the injury that the fact that plaintiff was traveling on Sunday, in violation of the act concerning vice and immorality, did not preclude her from maintaining the action. Judgment affirmed.

Delaware, Etc. Ry Co. vs. Trautwein, N. J., S. C., May 2, 1890.



LITHIA SPRINGS, Ark., May 13, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER:—On account of poor health, about the 25th of March I concluded to visit the celebrated Hot Springs of Arkansas.

Leaving Conneaut, O., I came over the "Nickel Plate" to Cleveland, thence, over the "Big Four," to St. Louis, where I boarded the St. L. I. M. & S. for Malvern, the junction for Hot Springs. From Poplar Bluff to Malvern I came down with Brother McNally, formerly of the L. S. & M. S., who, some twenty years ago, ran between Cleveland and Buffalo—a jolly friend most happily met—and who is yet well remembered by many friends in the east. At Malvern I met Supt. Richardson of the Hot Springs route, who showed me appreciated courtesies on account of our worthy train master, Henry Shaffer. I made the last miles to the Springs with Brother J. R. Cox, a genial gentleman, who directed me to the establishment of Brother I. S. Smith, formerly of the U. P., whom I found to be a whole-souled proprietor, keeping the Guinn House, an excellent hotel, and to whose hospitality I would recommend any brother visiting the "Valley of Vapors."

I had a short but sharp attack of illness while there, and was patiently and tenderly ministered unto by the charming wife and sister-in-law of mine host, and also by a member of the B. of L. E.—Gus Freeman, of Urbanna, Ill. The kindness of these friends will never be forgotten.

Hot Springs has been so often written of that for me to attempt a description of the place were superfluous, but I must say that it is a most attractive resort and, to those whose cases the waters suit, a veritable Bethesda fountain. It is a natural curiosity shop, also, and should be seen by all Americans seeking the rare and alluring in their own country,

At Hot Springs I had the pleasure of meeting a number of agreeable brothers, among them George W. Brooks, of Division 126, Grand Island, Neb.; T. J. Torney, Fremont Division 220, and that jovial, free-hearted German gentleman, Brother W. W. McCreary, of St. Louis Division No. 3,

whose very presence serves to "drive away dull care" and make time fly pleasantly.

The 24th of April I ran up to Little Rock to attend a special meeting, expecting to hear Brother W. P. Daniels lecture, but was disappointed in not finding him there. However, there was held an enjoyable meeting of the O. R. C., and I met a number of gallant members of Division 131, whose headquarters, in the Wilson block, are handsomely furnished and arranged. They have a membership of eighty-seven, and a fine selection of officers, whose names, unfortunately, I have forgotten. My excuse for neglecting details is, that I was then just recovering from my indisposition.

Little Rock is a beautiful city of 40,000 inhabitants, and is well called the "City of Roses." Like the state, the city is rapidly growing and improving, and it ranks right along with sister cities of the north.

From the capital city I returned to Hot Springs but, being told by Brother McCreary, of the wonderful virtues of the Lithia Springs of Hempstead county, I decided to come here to try these waters. The place is as yet undeveloped—though not unknown. It lies somewhat remote from the railway line, and I hired a lad to drive me over a rough road to the Springs, which I struck one sunny Sunday morning. There are at the Springs, as yet, no accommodations but two rude cabins, one occupied by the family in charge of the Springs and the other intended for boarders. But I found, a mile off through the beautiful pine woods, a family who gladly entertain strangers visiting the Springs; and here I have sojourned for the last three weeks, tramping through the woods daily to drink from its source the strange brown water, and returning nightly to the plantation home of Mr. John Wimberly. His place comprises 1,243 acres, mostly under cultivation. Here I have seen growing cotton, cane, pea-nuts, figs, tobacco, gourd vines, muscadines and many beautiful flowers unknown to a northern clime. The sweet magnolia, choice roses in abundance and gorgeous woodland blos-

soms please the eye and fill the air with perfume, while song birds thrill the heart with joyous music. The mocking-bird is the prince of singers and is now in the first flush of his triumphs. In the cabin at the Springs I found, tarrying for her health, the daughter of a veteran railway knight of the punch—Miss Laura E. Brown, better known as the poet laureate of the Arkansas Press Association. Her father, Capt. L. R. Brown, now an R. P. C. on the Iron mountains, was, in former years, a conductor on the C. B. & Q. R'y between Madison and Harvard Junction, and was also for a number of years, a conductor on the St. L. I. M. & S., having taken the first passenger train over that road.

Of these Springs I can say with Miss Brown in her drinking song, "Here's to Lithia!"

O rare brown drink, brewed in the hills,
Thy glories all mankind astound!
Nectar which God himself distills—
In thy bright waters pain is drowned.
Escaping ill our lives uplift
To greet thy bounding spirits height;
Drinking, we gain the blessed gift
Of seeing things in heaven's own light.

CHORUS.

O, here's to Lithia, bright and brown!
Good old Lithia—drink her down!
A bumper fill with Lithia brown,
Up to the brim—thus! drink her down!
Then here's to Lithia, rare and brown!
Drink her down! Drink her down!

The Springs are four miles south-east of Hope, a pretty town thirty-eight miles north of Texarkana. The water has been analyzed by the best chemists here and in Europe, and is said to be prompt in diuretic, tonic and alterative action and to exert a decided influence in Bright's disease and cases of rheumatic, catarrhal and gouty diathesis. As a drink it is delicious and many remarkable cures are reported.

You may here from me again.

Yours Truly in P. F.,
JOSEPH HARE,
Member of Nickel Plate Div. 145.

LITTLE ROCK, May 11th, 1890.

Editor Railway Conductor:

As there is so much being said by the Brothers about the Benefit Department, I want to say a little if you will kindly give it room in THE CONDUCTOR. I have a certificate in one Benefit Department, and I think this insurance is all right with one exception, and that is make it so that if anything happens to me that I cannot follow my

occupation as conductor, that this will constitute disability and entitle me to receive my insurance. This is all that this department lacks. Make it this way and then let it alone. I, for one, want no second-class, nor neither do I want a reserve fund. Let those that come in hereafter do as the rest of us have done; when there is an assessment made pay it; only cost ten cents per day, and anyone can save this much by not saying to some Brother when the pay car comes, "Are you any good?" and staying out of the saloon. And some of the Brothers talk about insurance in other companies, but they will not insure you unless you are young. Now, I for one, am getting along in years, and have been paying my assessments, and I do not want to be cast adrift because I am getting old. Now, Brothers, I want to say to you all, if you have no certificate in our Benefit Department, and you have a loving wife and children dependent on your salary, get one at once; make no delay. This may be your last trip.

I am yours in P. F.,

G. W. HORNER, Div. 131.

CHILLICOTHE, O., May 4, 1890.

Editor Railway Conductor:

Several months ago we elected Brother O. T. Dewey as correspondent, hoping by so doing our division would be well represented in the columns of the CONDUCTOR. It is true he is young and shy, very modest, and not given much to talk; but why he has neglected so important a duty as this is a mystery. Probably he can explain.

I have just been reading the CONDUCTOR of the 15th, and the ideas advanced by some of the Brothers meet my approval. That is as to federation. I do not believe in it. I believe that if at any time we think we are not getting our just dues and have manly courage enough to take our grievance to the proper parties, we will be treated with respect and our wrongs righted. As to making any change in the ritual, as advocated by a great many, I say no, as I am unable to see where it will better our condition any. Is there any thing that prevents us from quitting if we want to? We do not agree with the Brother in regard to compulsory insurance, for this reason: when I joined the O. R. C., I may be carrying an insurance in some other benevolent institution. I would not feel like forfeiting all I had paid into the latter in favor of the former, and at the same time not getting any better insurance. But any Brother that will not make any preparation for his family "when he is called on his last run," surely needs some one to look after him. It is folly for any Brother to say he can not afford to carry one or two thousand dollars. And a Brother that wil-

refuse to make provision for his wife and little ones should be scratched from the roll.

Well, Brother Howard has returned from Hot Springs—he was but little benefitted. He was there on account of the rheumatism.

Brother A. Shelton has returned. We understand he is past cure. We feel sorry for our Brother. In the prime of life, with the prospect of a happy future, to be afflicted in that way, is only too bad.

As you will hear from Brother Dewey soon, I will head in, lock both switches and wait until he passes.

Your respectfully in P. F.

BRASTOW.

Chicago & Atlantic Special.

I desire through the columns of your valuable magazine, to give a true statement in regard to the delay of the Chicago & Atlantic special carrying members of the O. R. C. to the Grand Division at Rochester, N. Y.

The second circular from the grand secretary and treasurer stated, "that a special would leave Chicago May 11th, at 10 a. m. via the Chicago & Atlantic, N. Y. P. & O. and B. R. & P. Members expecting to take this train must advise O. H. Ayers, 276 Michigan avenue, Chicago, not later than May 5th, stating whether or not they would be accompanied by their wives. It will be necessary for all members who take this train to procure passage by request of proper officials of the road upon which you are employed."

This was very clear that no one should present himself as a passenger unless he was provided with proper request upon the officers of the line for them. These instructions were disregarded by at least one-half of the party; and more than one-hundred came to Chicago, with the intention of taking this train, that had only provided themselves with credentials. In the meantime the Chicago & Atlantic officials had been advised that a party would be on hand at Marion and Salamanca to furnish passes to all. Upon the strength of this advice the Chicago & Atlantic gave most of the party passes from Chicago to Marion. Upon arrival at that point the gentleman was on hand to give the passes, but would only supply those who held requests, refusing emphatically to supply those who held credentials only. Telegrams were sent to heads of departments stating the situation, and word soon returned to run the train as far as Kent; in the meantime some conclusion would be reached, or some arrangement made. Upon arrival at Mansfield nothing further had been heard, and the train was put on the side track to remain until some arrangement could be made for passing those not provided with transportation. In the meantime most every one had retired. After it

was learned that the train would go no farther, a few set about to wake up the gentlemen with a view of making some arrangements to go forward. A meeting was held in the passenger car, and a committee of three was appointed with power to act. The committee got together about 2:30 a. m., and after consulting time cards, railway guides, etc., it came to the conclusion that there was no possible way to get to Rochester via lines that would honor credentials. Telegrams were sent to head officials with request that something be done to get this party through to Rochester. The committee arranged for breakfast, and about 9 a. m. word came from Cleveland that special should proceed, accepting such transportation as the conductors held. A shout went up and every one was happy.

As there was still another road to pass over before reaching Rochester the committee opened up negotiations and succeeded in receiving reply that a party would meet the special at Salamanca and furnish passes to all who held requests. Those holding credentials only would be carried from Salamanca to Rochester, a distance of one hundred and nine miles, at a rate of 1c. per mile, or \$1.10 for the entire distance. Fifty or more paid.

We arrived in Rochester about 1 a. m., Tuesday. Everyone seemed satisfied that matters were no worse. The Rochester morning papers stated that most of the delegates had arrived, excepting those coming via the Chicago & Atlantic special who were detained on account of the "N. Y. P. & O. washout."

BINNEY.

Too Old to Learn New Tricks.

It is indeed a hard task to instill the latest fads of fashion into the every day life of the old timer who likes the old ideas best and who hates to break away from them. It was a Michigan boulevard millionaire who sat down, to his dinner table not long ago and noticed the absence of the good old silver castor that had graced the center of the board for years and years. He could not see it anywhere and he asked his eldest daughter what had become of it. "Why, papa," she said, "you know that castors are not used at all nowadays. Small bottles are placed about the table instead." For a few moments the old gentleman regarded his stylish daughter sternly. Then he said: "You just ring the bell there and order up the castor. I've been used to a castor all my life, and I'm too old to make a fashionable change now." The daughter saw that there was no help for it, so she ordered the servant to shy the castor into the ring again.—*Chicago Herald.*

In our last issue we mentioned the sad accident that befel Brother Maxon, of Division 58. We are glad to hear that he is slowly improving. His physician thinks he will soon be able to be out if the weather is favorable and nothing new sets in to keep him back. It was a pretty close call for the Brother, but his good constitution has aided him materially in his recovery.

From a letter and also a card recently received from Brother B. T. Hedrick, member of Mt. Hood Division, The Dalles, Oregon, we learn that he has left the employ of the O. P. railway, and is now engaged in the real estate business under the firm name of Guiss & Hedrick, Albany, Oregon. We hope that the Brother will be very successful in his new undertaking.

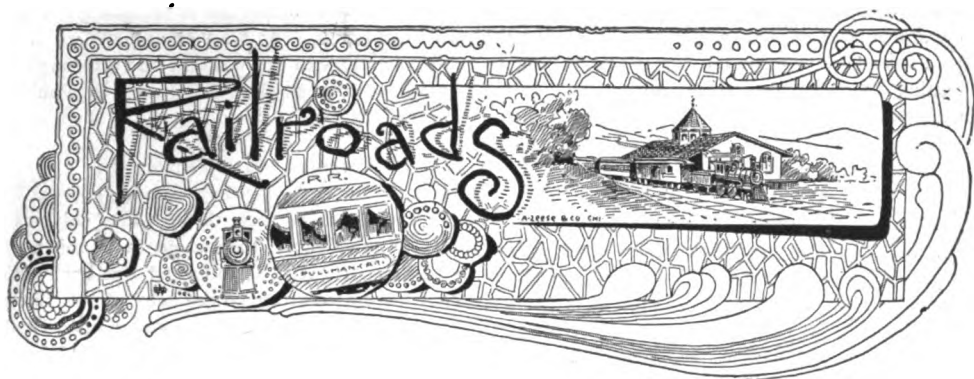
This is the 13th day of May and it is 12 o'clock. We trust that it is as beautiful a day in the Empire state as it is here. Also, that the brightness that gleams forth will be an omen of the happiness that will gather around the opening exercises of the Grand Division now assembled in Rochester. May their work be such that it may more closely unite the hearts of every member, and be the means of bringing them more closely together in the bonds of friendship and brotherly love, to the end that we may stand united and firm in all that is for our mutual good, which is, the welfare of every member.

Brother George Miller, of the B., C. R. & N., and a member of Division 58, has been wrestling with the duties of chief clerk while Brother Sackett has been in attendance at the Grand Division. George is a hustler at any business that he undertakes, and is also a genial, pleasant gentleman. It comes rather hard for him to be compelled to say "Not to-day," when a friend drives around to take him out to the ball grounds; but he is able to do so, and merely orders a little more ice and then settles right down to business. He always smokes crooked

cigars. We asked him one day why this was thusly. He answered that it was because the smoke curled more easily than with the straight ones. We have not spoken since.

Paper is now made to serve for steel and iron. When strong fiber is used, it can be made into a substance so hard that it can hardly be scratched. Railroad car wheels made of it more durable than iron. A store in Atlanta, Ga., has been built entirely of paper. The rafters, weather boards, roof and flooring are all made of thick compressed paper boards impervious to water. On account of the surface of the paper being smooth and hard, it cannot catch on fire as easily as a wooden building. It is found warm in cold and cool in hot weather. The Breslau fire-proof chimney has demonstrated that cooking and heating stoves, bath tubs and pots, when annealed by a process that renders it fire-proof, becomes more lasting than iron, and will not burn out.

There will some day come an hour of solemn reckoning to that class of people who stand in the way, and are always a hindrance to the settlement of any question that pertains to the welfare of the poor laboring man. The great cry universally is that at whatever cost it may be the rich must be protected at all hazards and on all occasions. The day is fast approaching, and the time is close at hand, when this state of affairs will be materially changed. And he is wise instead of foolish who sees the "handwriting on the wall." And he is wise who makes up his mind, with the best grace imaginable that the poor man, even the railway employe, no matter how humble his position, has the same right to have his grievances looked into richest magnate in the world. What makes us think so arises from the fact that it is right, and in a becoming manner and no grumbling as has the we are firm in the belief that some day the right will prevail.



The ninth annual meeting of the Association of Railway Telegraph Superintendents will be held at Niagara Falls, June 18th.

Negotiations are pending for the sale of a controlling interest in the Baltimore & Ohio road to the Richmond & West Point Terminal Co.

Samuel Bailey, the oldest conductor on the Passumpsic railroad, died at East Barnet, Vt., May 11, aged about 60 years. He had been a conductor on the road for 30 years.

The Train Dispatchers' Association of America will meet in annual convention on June 10th, at St. Louis. Indications point to a very large gathering.

The Panama Railroad annual statement shows a decrease of \$700,000 in net earnings as compared with last year. Stoppage of work on De Leisep's ditch is assigned as the cause.

It is reported that a grand jury at Boston has found an indictment against the Old Colony railroad for not complying with the law requiring weekly payments to railway employees.

To calculate the number of gross tons of rail for a mile of track, multiply the weight of the rail per yard by one and four-sevenths and the product will be the exact weight in tons per mile.

The Canadian Pacific has applied for admission to membership in the Central Traffic Association. This in anticipation of its entrance into Chicago in connection with the Wabash from Detroit.

It is said that there will soon be under construction another trunk line from Chicago to the Atlantic seaboard. The route will be from Chicago to Toledo, thence to Wheeling, Connellsville and Harrisburg.

The Alton has declared its usual 2 per cent. quarterly dividend, payable June 2. The rate wars in which the Missouri River lines are now engaged will make future dividends extremely problematical.

The Columbus, Hocking Valley & Toledo railway lost \$8,000,000 through the manipulations of Ives and other "Napoleons" of finance. Suits have been instituted for the recovery of a portion of this 'swag', the most prominent defendant being Judge Stevenson Burke, of Cleveland, O.

The St. Louis & San Francisco, with leasehold rights, has been purchased by the Atchison, Topeka & Santa Fe. The purchase price, \$26,000,000 was paid in new stock of the purchasing company. The acquirement of these new lines makes the Atchison a very formidable organization.

President J. C. Clark of the Mobile & Ohio has voluntarily increased the wages of freight conductors and brakemen on that road, the former receiving \$3.25 a day and 25 cents an hour for extra time. The brakemen are paid in proportion and receive 15 cents an hour for extra time.

Railway rate wars bring about queer proceedings, sometimes. For instance, the rate from St. Louis to Chicago is \$7.50, yet St. Louisans last month could travel to Chicago, via Kansas City for \$4, a route 500 miles longer. It is little wonder people generally grumble at railway management.

The Canadian Pacific, through an active competition for eastbound freight from Chicago less than a month, has already taken second place as a dressed beef carrier. Cutting rates is charged by competitors. The Lake Shore is the principal sufferer, and the officials thereof are making dire threats. The Canadian Pacific's traffic is handled over the Wabash from Chicago to Detroit, where the former's tracks end.

Rate cutting on lines between St. Paul and Chicago, has been carried to the greatest extent the past fortnight. Affected roads are retaliating by cutting in other directions, notably between Chicago and Council Bluffs, and Chicago and Kansas City. A general passenger rate war seems to have been inaugurated.

**

The Iowa Railway Commission has ordered the B., C. R. & N. to forthwith revise their freight schedules so as to conform to the rates of the commission. This action resulted from charges lodged before the commission by Burlington jobbers, the charges having, on investigation, been found true.

**

A new classification of Iowa railroads was made and announced May 26. The Kansas, City St. Joe & Council Bluffs is changed from class A to B, and the B., C. R. & N., and Chicago, St. Paul & Kansas City from C to B. This necessitates the immediate preparation of new tariff schedules for the roads named.

**

The earnings of the "granger" roads for May will, it is said by traffic managers, show up grandly, being much larger than for any month in the year. The Rock Island, C., B. & Q., M. & St. P., Northwestern and Missouri Pacific are all short of cars, due to the very large grain and live stock movement.

**

The railroad employee fraternities of Indianapolis had a joint meeting May 24, at which over two-thousand members of the different brotherhoods were present. A noticeable feature of the gathering was the large number of conductors present, and this fact was taken as evidence that there was no longer any reason why complete federation of railway employees could not be accomplished. The repealing of the non-strike clause by the Grand Division of the O. R. C. was very favorably commented on. The meeting resolved in favor of federation.

**

At Toledo, Ohio, May 11, Judge Howell E. Jackson of the United States circuit court entered a decree in the case of Farmers' Loan and Trust Company of New York vs. the Chicago & Atlantic railway, authorizing the sale of the road. The court appointed William P. Fishback of Indianapolis master commissioner to make the sale.

**

As a result of a close traffic arrangement with the Iowa Central the Chicago, Milwaukee & St. Paul has put on a new vestibule train between St. Paul, Minn., and St. Louis, Mo., forming a route which is said to be forty miles shorter than any

other line and reducing the time between the two cities five hours. At St. Louis close connections will be made with the Wabash and a through car service will be established between St. Paul and Kansas City.

**

The following is self-explanatory:
Editor Union and Advertiser:

We wish to correct, through the columns of your valuable paper, the statement in this morning's Democrat that "Shults and Spellman of the local committee arranged the hop at the Livingston last night." The affair was gotten up by Brother Honin of the Railway News Reporter. We have had all the honors we can stand.

SHULTS AND SPELLMAN.

The Humorous Job Printer.

The humorous job printer was working at his case in a St. Paul office yesterday morning. In the afternoon his case was vacant. Why? Well the job printer was too humorous. Dearly he loved a practical joke. A quiet-looking man entered the office, and, approaching the job printer, engaged him in a low conversation for a few moments. Seven or eight other printers were working in the immediate vicinity. Suddenly the humorous job printer ostentatiously broke out in a loud voice:

"No, sir, not a cent."

"I have not asked to borrow any money," continued the quiet-looking man. "You make me ridiculous by such language; all the men are watching me."

"Can't help it," continued the humorous job printer, "I have no money to loan today."

The other printers tittered and the quiet man's face grew scarlet. Seeing this they attributed his expression to embarrassment over the refusal of his request for money, and they began to make side remarks of an uncomplimentary character.

"It's no use," said the humorous job printer, shaking his head solemnly.

"It isn't, eh?" said the quiet man, suddenly hauling off and landing a left-hander squarely on the printer's nose. He went down under his case like a brick blown from a chimney. The quiet man commenced to dance around the prostrate joker.

"Come and see me!" he cried, excitedly; "I'll learn you to play your scurvy tricks on an old friend who dropped in to invite you to meet better company than you deserve to mingle with. Want to make the boys think I came to borrow money, eh? That's a gag that's too old to play on me. Come and see me, and I'll feed your flesh to the fowls of the air; paint an Italian sunset on one cheek and the battle of Solferino on the other."

No, the humorous job printer did not stand any more display types up on end during the balance of the day.—*Pioneer Press.*



From a St. Thomas, Ont., paper sent us by Brother MacKenzie, Union Division No. 13, we reproduce the following regarding the funeral of Brother Robert J. Garbutt, who was killed by falling between cars of his train :

The funeral was under the direction of Union Division, No. 13, O. R. C., and the large number who attended, and the crowds which congregated at the late residence of deceased, and lined Wellington street, testified to the general respect entertained for the deceased, and sympathy for the bereaved. The societies, owing to the muddy state of the roads, walked on the sidewalks, being headed by the I. O. O. F. band. First marched Oddfellows, including about fifty from Ridgetown, followed by Antiquity Lodge, Ancient Order of United Workmen, Brotherhood of Brakemen, and Order of Railway Conductors. About thirty-five carriages were in line. A number of conductors attending the O. R. C. convention at Rochester, came here to attend the funeral, returning this morning on No. 6 express. Those who did so were : C. H. Wilkins, assistant Grand Chief Conductor; Cyrus Stanchfield and Wm. Kilpatrick, of the Grand Lodge Executive Committee; Norman Watkins, of the Atchison, Topeka & Santa Fe; W. Kent, of the Chicago and Eastern Illinois, formerly of the M. C. R.; Geo. Hill, of Bay City, Mich., an old M. C. R. conductor, and Geo. Gillespie, A. J. Smith, D. Powers and J. McKenzie, of this city. The floral offering included a large pillow, from the members of Union Division, O. R. C., with the words "O. R. C.—Our Brother." The funeral services were conducted by Rev. J. Whiting, the casket being borne by Messrs. Asa Egglestone and Geo. Gillespie, of the O. R. C.; W. H. Kells and J. C. Weir, of the A. O. U. W., and W. Collins and P. Scott, of the I. O. O. F.

The following is a copy of a letter sent to the Grand Chief Conductor, officers and brethren, in convention assembled in Rochester :

On behalf of Union Division, No. 13, Order of Railway Conductors, St. Thomas, Ont., we desire to thank you for your great kindness in sending your committee to assist us at the burial of

our deceased brother, Robert J. Garbutt. May your sessions be harmonious, and all your acts be prosperous. May the divine blessing of the Supreme Grand Chief Conductor attend all your deliberations, is the wish of Union Division, No. 13.

(Signed).

JOHN MACKENZIE,
Sec.-Treas., Chairman Com.

St. Thomas, May 19, 1890.

ST. THOMAS, May 19, 1890

The following is a copy of the letter sent to the parties named :

J. B. MORFORD,
Superintendent.
F. P. McDONALD,
Ass't Supt., M. C. R.
T. E. SCOTT,
Trainmaster, M. C. R.
C. J. WEIR,
Ass't Trainmaster, M. C. R.

GENTLEMEN—On behalf of Union Division, No. 13, Order of Railway Conductors, I desire to express our most sincere thanks for your many kind acts and your great generosity in allowing our members the many privileges to attend the funeral of our deceased Brother, Robert J. Garbutt.

By order,

J. MACKENZIE,
Secretary-Treasurer,
Chairman of Committee.]

May 13, 1890.

At the regular meeting of Belknap Division, No. 96, Sunday, May 2nd, the following resolutions were adopted :

WHEREAS, God in His infinite wisdom has seen fit to remove by death from the home of Brother E. A. Nall, their eldest daughter, Bessie, aged thirteen years, causing sorrow and mourning to their happy home.

Resolved, That the heartfelt sympathy of this Division be extended to Brother Nall and his wife in their sorrow.

TIM CHASE,
C. D. ROSSITER, } Committee.
T. FLYNN,

May 10th, 1890.

Editor Railway Conductor.

Death has again entered the circle of Division No. 19, of the Order of Railway Conductors, and again has removed one of the charter members. One, who in the ten years of the existence of Division No. 19, has proved by his allegiance to the principles and precepts of the Order and loyalty to his Division that though "many are called but few are chosen" to prove faithful to their obligations and teachings through periods of adversity, which seem at times to cast over us shadows as deep as those of the "dark valley of the shadow."

We refer with feeling of deep regret to the death of Brother O. F. Milliken, who was twice selected to represent Division No. 19, in a session of the Grand Division, viz: At St. Paul in 1882, and at Kansas City in 1883, receiving from his Division each time a resolution of thanks for the able manner in which he performed his duties. Brother Milliken was born in Rockford, Ill., June, 1850, and entered the service of the L. S. & M. S. R'y in 1873, and for nearly seventeen years remained with that company in the capacity of brakeman and conductor.

Brother M. was a member of the new church, (Swedenborgian,) and had always proved by his humility and adherence to principles of morality, that it is among the possibilities for a man to live the life of a christian, even while surrounded by the many temptations which beset a railroad man on every hand. His love of country and of patriotic principles were proverbial, coming as he did of ancestors who landed in this country in 1672, and whose grandfather fought in the Revolution, and whose brother died in the late rebellion.

Brother Milliken carried a policy in the Benefit Department of our Order, in favor of his mother, Mrs. P. L. Milliken, 3711 Dearborn street, Chicago, so ending a well rounded life of good deeds by aiding in placing beyond want those nearest and dearest to him in life, and assisting in proclaiming to the world the fact that it cannot be said of the *true and loyal* member of the Order of Railway Conductors that "The evil which men do lives after them, but the good is oft interred with their losses."

H. W. G.

At a regular meeting of Collins Div. No. 5, O. R. C., April 14th, 1890, the following resolutions were adopted:

The dread avenger, Death, has again invaded the ranks of Div. 97, B. L. E., and claimed another worthy and zealous member of their order, and a good tried and true friend of the O. R. C. Friend Galloway, is no more; aged, vigorous and with health and energy giving promise of long life and usefulness, he has been suddenly summoned by the Grand Chief Engineer of the Universe to join that heavenly order to which sooner or later we will all be called.

Our departed friend of the B. L. E. was possessed of a disposition meek and childlike in its simplicity and purity of purpose; confiding and fraternal in his intercourse, assiduous and faithful in discharging responsibilities and duties, and over zealous perhaps in his aspirations to excel in his vocation. Friend William Galloway, calm and peaceful in death; in full consciousness of its approach; evidenced his life to have been such that the summons came with no terror to him; but with christian courage he gathered around him those "near and dear", and with a fortitude as remarkable as it was consoling bade a final farewell and peacefully entered the realms of bliss.

Be it resolved: 1. That in the death of friend William Galloway, Collins Div No. 5, has lost a worthy and faithful friend; and the Order of B. L. E. a zealous and true co-worker.

2. That we deplore his death with unfeigned sorrow, and extend to his sons and daughters the expression of our profoundest sorrow and condolence in their loss.

3. That a page in our minute book be dedicated to his memory as a mark of respect.

4. That a copy of these proceedings be sent to the sons and daughters of our deceased friend, and a copy to Div. 97, B. L. E.; and that this preamble and these resolutions be published in our Journal.

A. L. WILSON,
O. E. WELLMAN,
H. MORRIS.

THE RAILWAY CONDUCTOR.

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NO. 12.

LE PETIT ALPHONSE.

On the peninsula formed by the junction of the back bay of Biloxi and the bay proper, lying between Deer island and the main land of what is now the state of Mississippi, stood a rude fortification of timber and earth erected by that gallant Frenchman, d'Iberville, who had planted a colony there, laying the foundation of the present town of Biloxi, which is, by consequence, one of the ancient cities of the United States—if anything within its borders save its "rock-ribbed hills" and mighty streams may be considered ancient.

On the ramparts of this fort a tall, handsome officer, wearing corselet and helmet, with a long sword hanging at his side, was taking his morning promenade, stopping now and then to listen to the gay carol of a mocking bird, already half civilized and domesticated, or to watch the evolutions of a flock of white-winged sea gulls as they circled over the glancing water, dipping occasionally to the capture of the small fry that all unmindful of danger leaped from their native element to show their glistening sides in the sunlight, those who were fortunate enough to secure a breakfast darting away, whirling and dodging, followed by a dozen or more of their screaming comrades.

It was a bright, sunny day and all nature seemed to quiver under the touch of the newly risen sun whose light danced over the waves that softly lapped the smooth sandy beach with low, caressing murmurs, glistened on the broad, dark leaves of the magnolia where great white blossoms filled the air with a delicious lemon perfume, and played among the whispering foliage of the wide-spreading live oaks and the murmuring plumes of the stately pines.

Sauvole paced back and forth on the narrow space he had chosen for his prom-

enade, breathing the pure air with delight and an exulting sense of elation only to be accounted for by certain dreams of future glory and happiness that were fitting through his fancy—dreams which so completely occupied his thoughts that he came near stumbling over a little boy who had clambered up on the rampart behind him just as he was about to turn in his walk.

The little fellow was dressed in the style of a beau chevalier of the time—velvet jerking, silken hose, top-boots and bright red cap, in which was a black plume that drooped over the back of a head covered with shining yellow curls. From a bald-ric hung over his shoulder depended a little sword and in a belt buckled around his waist was stuck a miniature poniard.

"Good morrow to thee, monsieur le commandant," said this child, giving the military salute.

"Good morrow to thee, monsieur le chevalier," said the officer, looking down with a kindly smile upon his diminutive companion. "I had near made a stepping stone of thee, monsieur, for which I heartily crave thy pardon."

"The fault was mine, monsieur," replied the boy. "I should have notified you of my presence."

"By mine honor," said the commandant laughing, "thou look'st like a gallant out of a picture-book, but thou talkest like a grand signeur. And where learn'st thou such good manners and fine phrases, mon petit?"

"From my mother, monsieur le commandante."

"Then thy mother must be a noble lady indeed. And where may she be at this speaking? I have seen none such hereabouts."

"She is in France, monsieur."

"In France! And prithee, why came

she not hither with thee? It seemeth strange that she should trust thee so far away from her loving eye."

"Because she is asleep, monsieur."

"Asleep! And could'st thou not wake her!"

"No, monsieur. The good God put her to sleep, and she will not wake until He shall touch her eyes again."

"Ah," said the commandante, "I understand. By my faith," he continued, communing with himself, "but this is a rare child, a most marvellous baby, indeed. And where is thy father, mon petit?" he asked.

"He is one of your soldiers, monsieur," was the reply.

"Ha!" ejaculated the other, "a common soldier with such a child as this! 'tis somewhat uncommon, surely. And what may be thy father's name?" to the child.

"Pierre Lanier, monsieur."

"And thine own?"

Le Petit Alphonse, at your service, monsieur."

"And wilt thou, too, be a soldier, little one."

"No, monsieur."

"No! What wilt thou be, then? A sailor, perchance."

"Nor yet a sailor, monsieur."

"What then wilt thou be? Surely thou wilt not be a priest or a scholar?"

"Will you excuse me one moment, monsieur le commandante?" said the boy, instead of answering the query.

"Certainly, monsieur le chevalier," replied the officer, "but wilt thou not answer my question first?"

"I will answer it when I return, if it please you, monsieur," said the boy, clambering down on the outside of the fortifications and running away to one of a number of huts occupied by a portion of the little garrison.

"So," said Sauvole, resuming his walk, "we have a common soldier here who hath a boy who might well be the son of a lord. I must seek out this Pierre Lanier and note what manner of man it is who is father to so marvelous a child."

In a little while Alphonse again made his appearance, this time arrayed in the costume of an Indian chief—buckskin robe, leggings and moccasins embroidered with shells and beads, and head dress of feathers. He brandished a little tomahawk in his right hand, carried a bow in his left and had a quiver of arrows slung

on his shoulders, and his fair young face was smeared with red paint.

With a shrill whoop he leaped toward the commandante, flourishing his tomahawk as if he would throw it, and then stood before him laughing.

"By the mass!" said Sauvole, "but thou art as brave a warrior now as thou wast a brave chevalier anon."

"Ah, monsieur, exclaimed the boy exultingly, "that is it—that is what I would be—a warrior, a great chief."

"What! And wouldst thou be a wild savage? Who hath put such notions into thy young pate?"

"See," replied Alphonse pointing to an Indian who was going towards one of the huts; "there he goes now—Wam-po. He hath told me of the great forest out yonder where the red man hunts the deer, the wild cat and the bear, and of the brave chiefs who lead the tribes to battle."

"Wam-po? He? That lazy vagabond who doth naught but lie around our camp and pick up what he may without labor? And he hath bestowed upon thee this fine toggery in which thou art e'en now bedecked, I'll warrant."

"Aye, monsieur," replied the child, somewhat crestfallen. "But he is not always a vagabond; he doth often follow the chase and bringeth us fat venison, and he hath been in many battles."

"Well, well, child," said the commandante, "perchance I was wrong; do not look so lugubrious; it becometh not thy pretty face. But harken not to his tales. Know that 'twere better to be the poorest among civilized Christian men than the chiefest among untutored savages."

The little Alphonse went back to his father's quarters, and the commandante thought no more of his strange ambition until a few days later when an unusual commotion in the camp attracted his attention, and upon inquiring into the cause he was informed that a child eight years of age, the son of Pierre Lanier, had disappeared. No trace of him could be found, and the general impression seemed to be that he had fallen into the water and drowned. The father, whom Sauvole now noticed particularly for the first time, was well nigh distracted.

There was something in the appearance and air of Lanier which convinced his commanding officer that he had been accustomed to a higher station in life than he then occupied.

"Your name," he said, looking steadily in the man's eyes, "is —."

"Lanier, monsieur le commandante," interrupted the soldier hastily, "Pierre Lanier."

"Yes," continued the other, though he did not believe that was his true name. There were many young men, he knew, of the better class, who, by some disgraceful escapade, had forfeited the regard and interest of their relatives and friends and brought themselves down to even lower positions than that of the common soldier of fortune. "Yes, the boy told me that such was his father's name, and I will say to the father now, that such a boy should be at home in France, and under the guidance of better counsellors than he seems to have here."

"His being here cannot be helped, monsieur," said Lanier hesitatingly and with some confusion. "But you have seen him—to-day?" he added eagerly.

"No, not to-day," was the reply. "I held some discourse with him several days past."

The soldier looked disappointed.

"But," continued the officer, "I think not that he is drowned, if that will be of any comfort to you."

"Ah, yes, monsieur," said the other, "but where is he? What can have become of him?"

"That I cannot tell you. But go to your quarters and see what clothing the child has taken—what he wore. You can tell by what he has left."

The old man did as he was bid, and soon returned to say that Alphonse must have worn his Indian suit.

"'Tis as I thought," said Monsieur Sauvole. "He has wandered off into the wilderness, without a doubt. Wam-po?" he said, looking at several Indians who were standing about regarding the white men with open-eyed wonder, not comprehending what the trouble was about.

"Wam-po?" repeated several of them, looking at each other, but making no sign of comprehension. "He is not here," continued the commandante. "He has been telling him wild tales to excite his fancy, I know. Pity 'tis the little one hath learned the Indian tongue, which none of you men have been able to master."

Just then a shrill whoop was heard—such a whoop as only an Indian can give. It seemed to come from some distance in the

forest, and the Indians again repeated the name of Wam-po.

Immediately the commandante and Lanier, followed by several of the garrison, started off in the direction whence the sound had come, their hearts, hardy soldiers that they were, beating nervously, for they knew not what the Indian might have found, and notwithstanding what the commandante had said they did not believe Wam-po had had anything to do with the child's disappearance—indeed, one of the men said he had seen him since Alphonse was missed.

The whoop was repeated from time to time, and at last the party of soldiers came upon the Indian, who was standing near one of those thickest of underbrush that grow on the low, moist places in the pine lands pointing to a bambo vine hanging like a swing from the limb of a tree. Caught in the strong thorns of this vine were a few strands of yellow hair.

The Indian had learned a few French words from the boy. He ejaculated "Lui," in the short, jerky way peculiar to his people, and fixing his eyes on the ground started off at a rapid, gliding pace, following what to him was a certain trail, though the white men could see nothing, there being a thick bed of pine needles spread beneath the forest.

Having pursued his way a mile or more, Wam-po stopped and pointed to a spot of uncovered moist ground. There was the track of a little moccasin foot. "Lui" he jerked out again, and went on.

Thus they continued to penetrate the forest, the soldiers with difficulty keeping up with their guide, occasionally finding the track of the little foot, until they arrived at a bit of swampy land bordering the banks of a bayou that debouched into the back bay. Here big Magnolia, bay, tupelo and cottonwood trees grew, over which clambered vines—the wisteria, laden with hanging clusters of purple flowers, the trumpet vine whose brilliant blossoms looked like flashes of flame among the dark green foliage, and the thorny bamboo which swings its strong tendons from limb to limb. Innumerable birds flitted about in the mysterious shadows, twitting, chirping, caroling, filling the place with music, which was not in concert and yet was not inharmonious.

The Indian stopped and peered through the underbrush into the deep shadowy recesses and then lifted his hand with the

index finger pointing upward. The white men hastened to join him, and looking in beheld a picture at once beautiful and terrible—in the suggestion of what might be the end.

There, under the drooping branches of a large magnolia tree, out of the hollow trunk of which they had probably crawled, sat the child watching the gambols of two panther cubs. The little creatures—their fierce, savage natures not yet developed—were rolling on the ground like two kittens, now locked in close embrace, now standing off growling and spitting, or again bounding over each other, catching at the long flexible tails that kept up a constant twisting and turning like the twisting and turning of serpents.

Sauvole and his comrades saw this; but the Indian saw something more, and his bow was raised, the string drawn with steady hand to the ear. The shaft flew whizzing through the air, there was a terrific yell, and the mother panther bounded high over the head of the astonished and terrified boy, and fell writhing at the feet of the men.

With a leap, the Indian cleared the dying beast, brained the two cubs with his tomahawk, and caught up Alphonse in his arms.

Allons, allons!" he grunted in his curious French as he hurried away, followed by the soldiers, who wondered at his haste. But they did not wonder long, for soon they heard a cry, something like the wail of a child, coming from the spot where they had left the dying panther, and it was not long before a peculiar whining behind them attracted their attention, when looking back, they saw through the open pine forest, its mate creeping stealthily on their trail.

As they had no other weapons with them than their swords, and Wam-po, whose bow had already proven so effective, was far ahead, they did not deem it prudent to attack the beast, which apparently governed by a like instinct when it saw so many enemies kept at a respectful distance, they pushed on and safely reached the camp, near to which it did not dare come.

It was long before Le Petit Alphonse forgave his friend Wam-po for killing his pretty playmates, but he did eventually, and in time actually did go out among his people—not, however, as a warrior, but as a teacher, for which his knowledge of their

language and his sympathy for them in their savage ignorance made him well fitted; and this after he had fallen heir to a title and estate in France.—*Robt. Boggs in New Orleans Picayune.*

The African Order of the Tall Hat.

I was most heartily welcomed, when at last I arrived at my destination, by my old friend Lieutenant Liebrechts, a Belgian artillery officer, who is in command of Bolobo Station. I was right glad again to shake hands with Liebrechts; we were very old friends, having occupied the same quarters together at Leopoldville in 1883. What a change in this Station at Bolobo since I first saw it in 1883! There had been much trouble between whites and natives then, and the Station-houses had been burned to the ground; even now the grounds were encircled by a high, stout palisade. Nice, well-kept houses and stores had been built. There were also flocks of goats and sheep, good poultry-yards full of fowls and ducks, and immense plantations of sweet potatoes, maize, and peanuts, and gardens of vegetables. What was more important still, the relations with the formerly unfriendly and hostile natives were now of a most satisfactory nature in every way.

The villagers of all the surrounding country were constantly visiting the Station and exchanging presents.

Markets had been re-established for the sale of food, pottery, and native produce, and long-standing feuds between the different tribes were amicably settled by the happy intervention of Liebrechts. It is such as he who are required to gain the confidence of the African savage, men with a keen sense of justice, and the will to enforce it. My life at Bolobo was a happy one. Liebrechts and I spent our time in visiting the different chiefs, superintending Station matters, and making little excursions into the interior in search of guinea-fowl, partridges, ducks, or the more formidable buffalo of the plain.

Formerly, Ibaka was the most powerful chief of Bolobo district. His name was mentioned by the natives of the surrounding villages with a great deal of reverential awe. But his village had become disunited; each of his sons was at enmity with him, and Manga, Gatula, Lingenji, Nkoe, Ngai Utsaka, the chiefs of the neighboring territory, being keen traders, had

obtained numbers of fighting men, and Ibaka's word, which at one time commanded instant obedience, was now but little regarded. His title of chief of Bolobo was of small value; he had lost all influence. During my stay at Bolobo many a time he applied to us for assistance against his neighbors, and on several occasions he arrived at our gates in full flight, chased by his own sons, armed with heavy sticks, who sought by this method of persuasion, to make their father agree to an immediate and complete division of the little wealth he still possessed, or to gain his consent to any other extortionate demand that might have suggested itself to their inventive minds.

Poor old Ibaka was a well-meaning fellow, and was very favorably disposed toward the white men. He was, indeed, anxious to be on a friendly footing with his white neighbors, but the other villagers were jealous of him, and talked him into trifling but irritating acts of arrogance against the Station, which resulted, a few months before my arrival, in a little war between Ibaka and Liebrechts, who was in command of the Station. As a punishment for his aggressiveness, Ibaka's town was burned to the ground.

There is an institution among these people which cannot be more correctly described than by terming it the "Order of the Tall Hat." There is in each district a chief who has proved by his warlike success that he, of all the chiefs, is the most powerful. A public acknowledgement is made of this fact, and the elected individual is carried around on men's shoulders through the different villages, the bearers proclaiming to all that he is the Mokunje Monene (Big Chief,) and that in future all tribal disputes are to be submitted to his judgment. Upon his return to the village, amidst dancing and singing and general feasting and joy, the Fetishman, or charm doctor, places on the chief's head a tall hat, resembling the "stovepipe" of civilized countries, but which is built with a brim at the crown, and not at the base. This hat is hereafter worn on all great occasions, and the wearer retains it until his death, when a new candidate is elected. In times gone by Ibaka had received the honor of election to this proud order, but, unfortunately, during the trouble with Liebrechts the towering emblem of peculiar distinction was burned. A sympathizing white man,

traveling through the country, heard of the old chief's hatless condition, and presented him with a red opera hat of exaggerated construction, which had probably in years past formed a prominent feature in a pantomime or burlesque, or had been used with great effect by some comic singer or wondering minstrel.

The possession of this truly wonderful creation of the theatrical costumer made Ibaka a proud and happy man. His delight in his new decoration would have been unalloyed were it not for a haunting fear that some one might steal it. He kept it, when not in use, in our Station house, and called for it only on state occasions and big public drinking-bouts. I insisted on his continual care of this valuable acquisition, and would place it on the side of his head for him, and impress upon him the necessity of wearing it in that position, as we white men were very particular about such details. Old Ibaka was intensely superstitious, and was constantly with the Fetishman, who was kept busy manufacturing new charms to protect him against imaginary evils. The poor old chief was easily gulled, and would accept from any body any thing that had the semblance of a charm.

One day Ibaka arrived back from some prolonged native festival. The old fellow bore evidence of having taken more than his share of the strong wine. He had worn the red opera hat on this occasion, and he now brought it to the station to see it returned to a place of safe-keeping. Upon closing it up I noticed a mysterious little package, and was informed that it was a *monkanda monganga* (fetish letter). It was, in fact, a Mohammedan prayer, given to him by one of our boat's crew, as a safeguard against all forms of death. It struck me that a red opera-hat with a Mohammedan prayer pinned in it was, indeed, a strange "find" in the wilds of central Africa.—From "*Six Years in the Wilds of Central Africa*," by E. J. Glave, in *St. Nicholas* for June.

The Influence of Women Upon Literature.

It is needless to discuss here the much vexed question of sex in literature, but we may assume that, whether through nature or a long process of evolution, the minds of women as a class have a different coloring from the minds of men as a class. Perhaps the best evidence of this lies in

the literature of the last two centuries, in which they have been an important factor, not only through what they have done themselves, but through their reflex influence. The books written by women have rapidly multiplied. In many of them, doubtless, the excess of feeling is unbalanced by mental or artistic training; but even in these crude productions, which are by no means confined to one sex, it may be remarked that women deal more with pure affections and men with the coarser passions. A feminine Zola of any grade of ability has not yet appeared.

It is not, however, in literature of pure sentiment that the influence of women has been most felt. It is true that, as a rule, they look at the world from a more emotional standpoint than men, but both have written of love, and for one Sappho there have been many Anacreons. Mlle. de Scudery and Mme. de La Fayette did not monopolize the sentiment of their time, but they refined and exalted it. The tender and exquisite coloring of Mme. de Stael and George Sand had a worthy counterpart in that of Chateaubriand or Lamartine.

But it is in the moral Purity, the touch of human sympathy, the divine quality of compassion for suffering, the swift insight into the soul pressed down by

The heavy and the weary weight
Of all this unintelligible world,

that we trace the minds of women attuned to finer spiritual issues. This broad humanity has vitalized modern literature. It is the penetrating spirit of our century, which has been aptly called the Woman's Century. We do not find it in the great literatures of the past. The Greek poets give us types of tragic passions, of heroic virtues, of motherly and wifely devotion, but woman is not recognized as a profound spiritual force. Aphrodite, the ideal of beauty, is the type of sensual love. Athena, the goddess of wisdom, is cold, crafty and cruel. The Greek heroine is portrayed with all the delicacy and clearness of the Hellenic instinct, but she is the victim of an inexorable fate, a stern Nemesis, an Antigone patiently hopeless, an Iphigenia calmly awaiting a sacrifice. It is a masculine literature, perfect in form and plastic beauty, but with no trace of woman's deeper spiritual life. This literature, so vigorous, so statuesque, so calm, and withal so cold, shines across the centuries side by side with the feminine Christian

ideal—twin lights which have met in the world of to-day. It may be that from the blending of the two, the crowning of a man's vigor with a woman's finer insight, will spring the perfected flower of human thought.—*Amelia Gere Mason in Century for June.*

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The One Hundred Yards Dash.

FROM an article in the *June Century*, on "Track Athletics in America," by Walter Camp, we quote as follows: "The fastest running thus far done by any amateur for one hundred yards from a standstill is ten seconds, and if one may believe the best authorities in the way of sporting journals, amateur runners have been coming up to this limit occasionally ever since 1868, but not one has passed it. In that twenty-odd years some eight American amateurs and an equal number of Englishman have dashed down the track in the even time of ten seconds, while hundreds have run the course in the next fraction of a second. This record was made first in London in 1868, and last in Detroit in 1889.

"A story was once written of a man who traveled many a mile to attend performances of a lion tamer. He was possessed of the insane desire to see the man eaten by the wild beasts, and eventually his passion was gratified. There is a similar feeling of expectation in the minds of most the enthusiasts who attend the amateur meetings of track athletes. Sometime that ten-second record will be beaten, and it will be a story worth the telling if one has seen it done. Naturally, the fifth of a second by which this coming champion will dash into prominence will not be appreciable to the eye of the best of judges. Just the slightest movement less of the fine split second-hand on the watches of the timers, and some man's name will be famous as the name of an athlete who has accomplished what thousands have been attempting for twenty years. When one thinks that these sprinters, as they are called, go at the rate of thirty feet a second, he realizes something of the meaning of the term "dash" as applied to the short-distance races. Nor are the longer distances without special interest, each in its own way. From a quarter of a mile down the races are run at the top of a man's speed, but the half-mile, mile, and above require the husbanding of strength and proper putting forth of just enough to run

out the entire distance at the best uniform speed. The walking requires a rather more accurate idea of the rules to make it of the most interest to the average spectator, who fails to feel that the walkers are putting forth their best endeavors *because they do not run*. This feeling is but human, and it often seems to take possession of the contestants themselves, as one may see by the occasional warnings given by the judge."

Death of a Pearl.

One peculiarity of pearls is that, unlike other precious gems, they are liable to decay. Occasionally a valuable pearl changes color, seems to be attacked with a deadly disease, and crumbles into dust. Such is reputed to have been the fate of the most magnificent specimen ever known. It was found by an ignorant fisherman, who disposed of it for an insignificant sum. Passing through successive hands it finally became the property of a Russian merchant and found a possessor who knew its immense value and prized it accordingly. He kept it carefully in a secluded room of his magnificent mansion, apart from all other of his treasures. It was the wonder and admiration of favored friends who were permitted to look at it. The merchant finally became involved in a political conspiracy and fled to Paris, taking his one great treasure with him.

He kept it hidden for a time, but at last consented to show it to some distinguished lovers of precious stones. But when he opened the casket he fell back in dismay and staggered as though stricken with death. The gem had begun to change color. A fatal disease had attacked it. It was soon a worthless heap of white powder, and the once wealthy merchant was a pauper. The death of a pearl is caused by decomposition of the animal membrane which enters into its substance.

The application of a caveat to stop a marriage is something new. It is stated that a member of the Maryland legislature had contracted a marriage with a lady, and journeyed to the county seat to procure a license, when he made the painful discovery that his rival had filed a caveat against the issue, and before he can get it the case will have to be argued. The wedding day has been postponed, but the man is a fighter and won't give up easily.

Starvation Camp in the African Wilderness.

After informing the unfortunate cripples of our intention to proceed forward until we could find food, that we might not all be lost, and send relief as quickly as it could be obtained, I consigned the 52 men, 81 loads, and 10 canoes in charge of Captain Nelson, bade him of good cheer, and, hoisting our loads and boat on our shoulders, we marched away.

No more gloomy spot could have been selected for a camp than that sandy terrace, encompassed by rocks and hemmed in narrowly by those dark woods, which rose from the river's edge to the height of six hundred feet, and pent in the never ceasing uproar which was created by the writhing and tortured stream, and the twin cataracts which ever rivalled each other's thunder. The imagination shudders at the hapless position of those crippled men, who were doomed to remain inactive, to listen every moment to the awful sound of that irreconcilable fury of wrathful waters, and the monotonous and continuous roar of plunging rivers; to watch the leaping waves coiling and twisting into uprising columns as they ever wrestled for mastery with each other, and were dashed in white fragments of foam far apart by the ceaseless force of driven currents; to gaze at the dark, relentless woods spreading upward and around, standing perpetually fixed in dull green, mourning over past ages, past times, and past generations; then think of the night with its palpable blackness; the dead, black shadows of the wooded hills; that eternal sound of fury, that ceaseless boom of the cataracts, the indefinite forms born of nervousness and fearfulness; that misery engendered by loneliness, and creeping sense of abandonment; then will be understood something of the true position of these poor men.

And what of us; trudging up those wooded slopes to gain the crest of the forest upland, to tramp on and on, whither, we knew not, for how long a time we dared not think, seeking for food, with the double responsibility weighing us down for these trustful, brave fellows with us, and for those, no less brave and trustful, whom we had left behind at the bottom of the horrible canon?—From "*The Emin Pasha Relief Expedition*," by Henry M. Stanley, in *June Scribner*.

Gigantic Bear Story.

A recent Nevada paper tells this story of the destruction of bears.

Considerable excitement was occasioned this morning about town when Mike Wallace, the old-time Water Canyon miner, came in from the west with a wagon loaded with dead bear, there being four carcasses, which he disposed of to the Blanchard Meat and supply company. It appears that a day or two ago Mike Wallace, accompanied by a Mr. Hanna, took a stroll up the canyon some distance from the residence of the former, and suddenly Wallace discovered several big bears before him. Almost at the same moment bears rose up all around him, the timber being full of them. Wallace began work with his Winchester, and when the magazine was emptied he seized Hanna's rifle and continued to lower the price of meat in this vicinity. In but a few moments he had succeeded in killing seven big bears, and with the help of miners farther down the canyon, who were summoned to assist, five of the animals were carried to the camp. The last two killed were within ten feet of Wallace and charging down on him when he shot them, so that his escape was a marvelous one. Nineteen bears in all were counted in the bunch.

When the Trees Begin ter Blossom.

I certainly do like the season of the year that comes around

When the trees begin ter blossom an' the frost comes out o' the ground.

They's a kinder dreamy feelin' a hangin' in the air,

That makes a fellow hate to work, and a sorto' dosen't care

Fer nothin' but sittin' quiet like; an' sorto' lazyin' 'round,

When the trees begin ter blossom, and the frost comes out o' the ground.

I like ter see them blossoms, a hangin' from the trees

So long an' fuzzy like, you know—an' wavin' in the breeze,

An' I like to see'em fallin', an' I've set a many a day,

A watchin' them things come sailin' down, so slowly all the way.

Like's if they was too lazy ter care 'bout fallin' down,

When the trees begin' ter blossom, an' the frost comes out o' the ground.

It's a lazy kind o' weather, and it does a feller good,

Jest to set an' watch the sunshine, and to wonder if he could

Contrive to ketch a little, to lay by for a rainy day,

That he knows is soon a comin', if nature has her way,

An' sorto' keep it handy for the day that's comin' 'round,

When the trees are through their buddin' an' the frost is out o' the ground.

I love to watch the growin' grass, an' see it day by day,

A gittin' a little higher and brighter every way,

An' to watch the sleepy flies come out o' their winter homes an' try "

To stretch their wings a little, like they wondered could they fly,

An' to hear the birds a singin' is a mighty cheerful sound,

When the trees begin ter blossom, and the frost comes out o' the ground.

The flowers' ll soon be growin' up an' burstin' inter bloom,

(I like ter see a lot of 'em a settin' a in room, in a glass or somethin' or other). It makes me feel real fine

When spring is here and summer is a comin' clost behine,

An' so I say I like the time, though it's lazy, I'll be bound,

When the trees begin ter blossom, an' the frost comes out o' the ground,

—Louis P. Whitaker, in *Home Magazine*.

Before and After.

BY S. E. F.

Heights gained bring not the elation
That was ours in anticipation.

We begin with laborious pace

To gain the summit from the base.

Towards the top we slowly creep,

While looking up we say, "how steep."

From the summit with clearer sight,

Looking downward we say, "how slight."

Meeting a grief we think or say,

Within its shadow we must stay.

Continued bearing lessens pain,

Within the shade comes joy again.

With surprise we exclaim "how brief"

A stay with us was made by grief.

Find that grief, like joy or sorrow,

Comes to day and goes tomorrow.

Some tasks to be accomplished, rise

Gigantic like before our eyes.

Accomplished tasks, like giants thrown,

Cause wonder at such skill, our own.

Unfought battles bring dejection

Unwarranted by retrospection.

The race of life, when just begun,

Is swifter than when it is won.



PLAIN MARY ALLEN.

BY T. S. ARTHUR.

She was not handsome. She was not brilliant. She had none of those salient points of character from which light flashes. You would not single her out in a room. And yet, no intelligent person could sit beside plain Mary Allen, for ten minutes, without being interested. When she talked, there was a certain firmness of tone, and earnestness of manner, that gave weight to her well-considered utterances. You felt that what she said had a meaning in her thought, and was not simply the light impression of a passing sentiment.

"Do you know Miss Allen?" said a young officer, named Wilmot. He asked the question of a lady friend, whom he had found quite agreeable—a Miss Helen Wilde.

"I have met her in company a few times—nothing more."

"She seems to be an intelligent girl," remarked the officer.

"She is said to be very peculiar," answered Miss Wilde.

"Ah! In what respect?"

"Odd."

"Odd?" Capt. Wilmot smiled. "What do you mean by odd, Miss Helen? To me, she appeared anything else but an oddity—calm, quiet, self-possessed, and agreeable in conversation."

"I know nothing of her myself, captain," returned Miss Wilde, "and only spoke from hearsay. People mention her as peculiar. A person who will do out-of-the-way things."

"Independent!" said Capt. Wilmot.

"Yes; that word expresses it, no doubt. Independent. Don't care. If she wants to do a thing, she will do it, and not stop to ask what you or I may think."

"But only, 'Is it right?'" remarked the captain.

"I can't say as to that. I don't know her intimately. And, in fact, have no desire for a very close acquaintance. These independent, peculiar,

one-sided people never had any attraction for me. There is so little that is sympathetic about them. They don't flow in with you. Stand on principle, as they call it, no matter how trifling the question may be."

"Miss Allen is one of this kind?" said Capt. Wilmot.

"Yes, I believe so."

"Then I will know her better." This was spoken inwardly. While thought was still playing around this conclusion, Miss Wilde said,

"Are you going to Mrs. Barton's, next week?"

"That is my present intention. Will you be there?"

"If nothing happens to prevent."

A brief pause in the conversation followed. When resumed, the subject was changed.

The entertainment at Mrs. Barton's, to which reference had been made by Capt. Wilmot, was to come off within a few days. Plain Mary Allen had received a card.

"You must go," said her mother. The voice was thin and weak. Large, tender eyes, bright from hectic fervors, looked fondly across the room to where Mary sat near a window, holding in her hand a card of invitation.

Mary did not answer. She dropped her eyes to the floor, and sat musing.

"There's time enough to have a dress made," said Mrs. Allen.

"I shall not get a new dress," replied Mary. "My blue and white plaid, with a little change of trimming, will answer."

"But you have worn it so many times," objected Mrs. Allen.

"No matter. I am scarcely of sufficient consequence for people to keep an inventory of my wardrobe. Not one in ten, if asked, would be able to say whether I had appeared in the dress before, or not."

"Don't you believe it, my child. Some people are hawk-eyed in these matters."

"I wish them better employment," returned Mary. "As for a new dress, I can't think it would be right for me to spend the money at this time, more particularly," she added, in a lower voice, touched with feeling, "as it is not at all certain that I shall see it best to go when the evening comes around."

"Why not, Mary?" Mrs. Allen spoke with some surprise.

"If you are no better than you are to-day, mother, I shall not leave you."

"Oh! I shall be better. It was the excitement of company, yesterday, that gave me such a bad night, and leaves me so weak and nervous to-day."

A coughing spell followed this sentence. Mary arose quickly, tossing aside the card of invitation, and going to where her mother sat in a large, cushioned chair, held her head while the paroxysm lasted, and, when it was over, drew it lovingly against her bosom.

"I think you ought to have a new dress, Mary," said Mrs. Allen, as soon as she felt strong enough to speak again. The mother's pride, love and forecast were with the daughter—her only child, who, when she passed away, must be left alone in the world. She desired the new dress for Mary, in order that she might not be eclipsed, or overshadowed, by other young ladies at Mrs. Barton's. "Your cousin Jane will stay with me. I will send for her."

"She may have an engagement on the same evening," suggested Mary.

"It isn't likely. Anyhow, I'll send for her. You go out and buy the dress. Go to-day."

But Mary demurred to this, saying that, considering their circumstances, she did not think it right to spend twenty-five or thirty dollars for a new dress just for a party. While the fond contention was going on, a servant handed in a card. It bore the name of Capt. Wilmot. "Say that I will be down." The servant withdrew.

"Who is it?" asked Mrs. Allen. Her watchful eyes had noted a change on her daughter's face, and a deepening of its color.

"Capt. Wilmot," replied Mary.

"Capt. Wilmot!" The surprise in Mrs. Allen's voice was marked. "Have you met him?"

"Yes, once. He was at Mrs. Cline's. We happened to be thrown together, and, without introduction, entered into conversation. He is a man of intelligence. I was much pleased with him.

Mary arose, and, going to the bureau, examined her hair in the glass. Its smoothness satisfied her. Then, removing her collar, she took from one of the drawers another, of snowy white linen, and was drawing it about her neck, when her mother said,

"Change your dress, dear, by all means."

"And keep him waiting for ten or fifteen minutes? No, mother. My dress is clean, neat, and well fitting. If he has come to inspect my garments only, this attire will do as well as anything else."

"You are a strange girl, Mary," said Mrs. Allen, fondly, yet just a little sadly. "Too independent. I fear sometimes, for your own good."

Mary went down and saw the captain, who sat talking with her a whole hour. Just before retiring, he asked if she were going to Mrs. Barton's.

"It is my present intention to go," she replied.

"If entirely agreeable, Miss Allen, I will call for you."

She answered, frankly, that it would be agreeable. So he went away with this understanding. In that short hour, the heart of Mary had been touched. The tones of Capt. Wilmot had a melody never perceived, by her ears, in any other voice. His eyes had looked into hers with a meaning never read in eyes before. There was a sphere about him that penetrated to her inner life and consciousness, and awakened a delicious sense of pleasure.

When Mrs. Allen learned that Capt. Wilmot was to call for Mary on the night of Mrs. Barton's entertainment, and saw by Mary's manner how much she was pleased by the compliment, she was still more in earnest about the new dress. But, on this point, Mary did not change her views. "We cannot afford the expense, mother," was her argument, backed by the assertion, that, with a little change in the trimming, which would not cost over three dollars, her blue and white silk could be made to "look very nice indeed."

Two or three evenings afterward, Capt. Wilmot met Miss Wilde again. She was one of those free, forward, chatty girls, always trying to be agreeable and make a good impression, with whom young men get easily on terms of intimacy.

"I called to see your oddity, the other day," said the captain.

"What oddity? Whom do you mean?"

"Miss Allen."

"Indeed!" An amused expression flashed over the bright face of Miss Wilde. "Well, what did you make of her? She met you in a calico wrapper, and curl paper—ha?"

"Upon my word, Miss Wilde," answered the captain, "if I were to be put on oath, I couldn't say what kind of a dress she wore. There went no curl papers, however, for I remember that her brown hair was smooth, and as glossy as a bird's wing."

"How long did she keep you waiting?"

"Not three minutes."

"You were charmed, of course." There was just a little irony in the tones of Miss Wilde.

"So well pleased," answered the captain, "that I could not resist the inclination to ask if I should call for her on next Wednesday evening."

"Well—what did she say?"

"I am to call."

"And you expect to find her already, of course?"

"Certainly."

There was a shrug and a grimace. Sprightly girls do these things, sometimes.

"What do you mean?" asked the captain.

"I expect to see you, all forlorn, at Mrs. Barton's."

"You don't mean that Miss Allen will recede from her engagement?"

"She's peculiar, captain. I told you that before—an oddity. Ten to one, she will change her mind before next Wednesday evening. There'll be a headache, a sick mother—her mother is an invalid, I've heard—or some other excuse. It won't be the first time."

"Why do you say, 'not the first time?'" asked Capt. Wilmot.

"Because, to my certain knowledge, she has failed to keep two engagements of a like character. She's queer, captain. You never know just how to take her."

The captain smiled, incredulously, and said that he had no fears. But, as the time drew on, he could not help recalling the conversation with Miss Wilde, and feeling just a little uncertain and uncomfortable.

Now, in the eyes of Miss Wilde, the captain had found favor. This being so, she, very naturally, desired to find favor in his eyes. It did not affect her pleasantly, this evident drawing of Capt. Wilmot toward Mary Allen, a girl whose attractions she had so lightly esteemed that rivalry had not been thought of as possible. Here was, therefore, personal feeling, in her depreciation of Mary Allen, which led to invention as well as exaggeration.

It was Monday, and the party was to come off on Wednesday evening. Miss Wilde could not push the thought of Mary Allen out of her mind. She knew a cousin of hers, named Jane Ridgely, intimately. This cousin was a girl something after her own style. Thinking about Mary, brought up the image of Jane, and the thought of Jane prompted a visit. So she put on her things, and went to see her. It soon came out, in conversation, that Jane was going to spend the evening with Mrs. Allen, who was too sick to be left alone, in order that her cousin might go to the party at Mrs. Barton's.

"You are wonderfully self-sacrificing!" was responded to this.

"Why do you say so?" asked Jane.

"You had an invitation to the party."

"No. I am not in Mrs. Barton's circle."

"There has been a mistake, or some unaccountable delay," said Miss Wilde, through whose thought had flashed a scheme for disappointing Mary Allen, and at the same time, hurting her in the estimation of Capt. Wilmot.

"I know Mrs. Barton intended inviting you. In fact, I saw a card with your name."

"Are you sure?" Jane's eyes grew bright, and a warmer color melted over her face.

"Certain. The invitations were very extensive, and it is just possible that a careless servant may have delayed some of them even to this late period. I am almost certain yours will come to day."

"It will be too late. I should have no time for preparation left," said Jane, in a tone of disappointment and annoyance.

"Extemporize something, my dear," answered Miss Wilde. "It is going to be a splendid affair. I'll help you all I can. The fact is, you look well in almost any dress. You're just the style."

"But, I have promised to stay with aunt Allen."

"In order to let Mary go? I'd like to see you do that. You are not quite such a fool!"

"You talk as though I had an invitation," said Jane.

"Because I saw one made out, and am dead sure, as our Harry says, that it will be here within an hour or two. Send me word the moment it is received, and if our united wit and taste don't put you into splendid party trim, by to-morrow evening, we are duller than I fancy."

Miss Wilde's visit was brief. On leaving her friend, she hurried off to the residence of Mrs. Barton. She was intimate with this lady.

"I have a favor to ask," she said.

"Name it."

"Send an invitation to Jane Ridgely."

"If you desire it, certainly; but it is so late that she will scarcely accept."

"I'll manage all that. She'll come."

"Very well." Mrs. Barton took up a printed card of invitation, and, slipping it into an envelope, wrote thereon the address of Jane Ridgely. In less than half an hour, the card was in the young lady's hands.

It was Tuesday morning, the day before the party. Mary Allen sat in her mother's room, at work on the dress to be worn next evening. She was making some alterations, and putting on new trimming. Mrs. Allen had not been as well even as usual, during the last few days, and was lying

in bed. Every few minutes, Mary would put down her work, in order to give some attention to the invalid. She had readjusted the pillows, that her mother might lie more easily, and resumed her seat by the window, when a note was handed to her by the servant. As she read it, Mrs. Allen's eyes were on her face, and saw her countenance change; a shadow fell over it suddenly. Mary sat very still, and seemed lost, after finishing the note.

"Whom is it from?" asked Mrs. Allen.

"From Jane." Mary's voice did not betray any feeling, but it was lower than usual.

"What does she say?"

"That she is sorry to disappoint me, but cannot come to-morrow evening."

"Why?" Mrs. Allen rose up in bed.

"She does not give the reason, but says that it will be impossible to come. So, that settles the party question." She sighed faintly; then, rallying herself, and affecting a cheerfulness she did not feel, added, "It's all for the best, no doubt. I'm only sorry to disappoint Cap. Wilmot, since he was so polite; but it cannot be helped."

"It must be helped!" answered Mrs. Allen.

"You shall go to this party, if I have to stay alone."

"The right way, mother, for every one, is the best way. You have not been so well, for the last two or three days, and there has been a question in my mind about leaving you even with Jane. This note decides the question."

"I'll send for Mrs. Kennard," said the mother.

"Now, don't object; for I have set my heart on your going, Mary."

"Mrs. Kennard! Why, mother, dear, how can you think of her? I wouldn't trust you alone with her, for a whole evening if I were to gain a kingdom. Don't think any more about it. The question, as I said just now, is settled. If, as you have declared so often, there is a Providence in each event of our lives, no matter how small, or seemingly unimportant, there is a Providence in this; and my surest way to receive the highest good designed, is to meet it in a right spirit, that is, to do just what duty, conscience and love, dictate, and these all say, 'Remain at home with your mother.'"

Mary had risen from her seat by the window, and crossed the room. She now stood by the bedside, and was gently pressing her mother back upon the pillows. Mrs. Allen shut her eyes, and looked sad and disappointed. She did not know how keenly the disappointment had touched Mary also; for the true-hearted girl was concealing what she felt, for her mother's sake.

The dress upon which Mary had been working was put away, and a book that she had been read-

ing aloud, the previous night, taken in its place.

It was impossible for Mary Allen to look forward to the hour when Capt. Wilmot was to call for her, without uncomfortable sensations. She wished to appear well in his eyes—to stand fair with him. There was a feeling that his offer to accompany her to Mrs. Barton's was grounded in something deeper than a mere compliment. How would he regard her conduct? The hour came at last. She heard the carriage that brought him stop at the door, heard the bell ring, and waited for his name, or card to be sent up. Then she went down to meet him, feeling strangely ill at ease and embarrassed. The look of disappointment, almost displeasure, that came into his face, when she entered, dressed in a plain wrapper, hurt and confused her. But she pushed aside her disturbed feelings with a strong hand, and, in a few quiet words, offered the excuse of her mother's sickness as a reason why she could not keep her engagement. She saw that Capt. Wilmot was not satisfied, and hurt pride made her draw back, silent, cold, changed. Each felt uncomfortable and embarrassed. After a few minutes the captain arose, and, with a polite formality, retired. The instant Mary was alone, she covered her face with her hands, not able to restrain a gush of tears.

"Where is your *belle* companion?" asked Miss Wilde, on meeting Capt. Wilmot at the party. She smiled into his face with an arch malignancy that threw a suspicion into his mind. The captain had sharp eyes, understood human nature, and was skilled in character-reading.

"Miss. Allen, you mean?"

"Yes. I don't see her."

"She is not here."

"Aha! Didn't I prophesy as much?"

"Yes."

"Did you call for her?"

"I called."

"And she wasn't ready—had changed her mind! It isn't my fault if you were disappointed, captain. Forewarned, forearmed, you know. You'll believe me touching her oddity, now, won't you?"

And she laughed archly. someone drew her away, and the captain mingled with the company, feeling annoyed and uncomfortable. Had this girl really been trifling with him? Was the old mother story a mere subterfuge? He had been foreadvised of this very thing as possible. And yet, there was something in the affair altogether out of harmony with his own estimate of Mary Allen's character, formed on brief observation.

"I am sorry my young friend, in whom you expressed so much interest, is not here to-night," said Mrs. Barton, speaking, not long afterward with the captain.

"Miss Allen you mean?"

"Yes. I received a note of regret from her this morning. Her mother is in rapid decline, and Mary is her devoted nurse. They are very tenderly attached to each other. She says that her cousin had promised to take her place with her mother, while she came out this evening; but, something had occurred to prevent the cousin from keeping her promise, and so it was impossible for her to leave home."

"This is the true reason, you think?" said the captain.

"The true reason?" Mrs. Barton seemed surprised at the question. "Of course it's the true reason! *She* could give none other,"

"Isn't there something peculiar, something odd, about her?" asked the captain,

"She may be peculiar in some things; but her peculiarities are worthy of imitation. A truer, purer, sweeter, and more selfdenying girl is not within the circle of my acquaintance.

"But, I was warned of this very thing, Mrs. Barton—told that she would disappoint, or, rather, trifle with me, as she had trifled with others."

"From whom came the warning?" Mrs. Barton grew serious.

"From Miss Wilde. I will be frank with you."

"Can this be possible?"

"It is just as I say."

"From Miss Wilde!" Mrs. Barton looked disturbed. Then angry spots burned on her cheeks. "I see it all now captain," she added. "There has been a little plot to hurt Mary Allen in your good opinion. The cousin, who was to take her place in the mother's sick-chamber, is here. She is not one of my friends; but a young acquaintance asked me, two days ago, as a particular favor, to send her a card of invitation. I hardly thought she would come; but her acceptance is answered by her presence here to-night."

Two conflicting emotions recorded their existence in Capt. Wilmot's face—pleasure and indignation.

"Your young acquaintance is Miss Wilde?" he said.

"Yes."

"Thank you for having unveiled the truth. It is but just. I have wronged Miss Allen in my thoughts, and hurt her by coldness. You are not aware that I engaged to call for her this evening. I was warned that she was odd and capricious, and I was disappointed. I was annoyed and

showed my annoyance. We parted coldly and formally."

"You understand it now?" said Mrs. Barton.

"I do, and shall act according to my new understanding of the case."

"How?"

"You will excuse my absence for an hour—perhaps altogether."

"Certainly."

"Good-evening. You shall hear from me, if not to-night, in the morning."

Mrs. Allen saw, by the sober face and moist eyes of her daughter, that the interview with Capt. Wilmot had not been a pleasant one. She asked a few questions, but Mary answered only in monosyllables, and then spoke of other things. A book that she had been reading aloud was taken up. An hour passed, when the feet of a man were heard ascending the steps, and, immediately afterward, the front door bell was rung. Both mother and daughter listened, without speaking. When the door opened, there followed the sound of a man's tread and a man's voice in the hall.

"Who can it be?" asked the mother. Mary did not answer, but her heart beat with a muffled sound. She felt oppressed, and was in a strange half-tremulous suspense. The servant came in a few moments afterward. The card she handed to Mary bore the name of Capt. Wilmot. She was not surprised, but she felt weak all over.

"The gentleman says, Miss Mary, that he will take it as a particular favor, if you will see him for just a moment or two."

Mary did not hesitate. She handed the card to her mother, and then directed the servant to remain in the room until her return. She did not glance into the mirror—made no readjustment of her dress—but went down to the parlors, walking with a slow, firm step, and schooling herself to calmness all the way. The captain stood in the middle of the room, but advanced a few steps to ward her, as she entered, holding out his hand.

"I am afraid, Miss Allen," he said, with a frank manner, "that you thought me rude and cold, a little while ago, and I could not rest until I saw you again, in order to do away, if possible, with that impression. I was disappointed, for, to confess the truth, I had promised myself no ordinary pleasure in your society at Mrs. Barton's this evening; and it sometimes happens that we are not in a mood to bear disappointment gracefully. That was my misfortune to-night, and I offer an apology."

He had taken her hand, and he felt it tremble. At first she looked at him firmly; but her eyes soon dropped away from his, and her face grew warm with blushes. He led her unresisting to a

sofa, and took a place beside her, still keeping hold of her hand, and still perceiving its tremor. Why this agitation? Hearts are quick interpreters. It was the propitious moment—not looked for, but welcomed and accepted.

When Mary returned to her mother's room, an hour afterwards—to the happy girl the minutes had fled like seconds—her face was paler than when she went out, but over it lay a veil of tender joy, subdued, but full of heart revealings that no true mother's eyes could fail to read. She bent over the expectant invalid, gazing with love-lit eyes into her white, patient countenance, and then, hiding her own face on her bosom, whispered.

"I am very happy to-night, dearest, dearest mother!"

Not very long afterward, the fact of an engagement between the captain and plain Mary Allen transpired. This, to Miss Wilde, after all she had done in the case, was a mystery that perplexed and annoyed her. She had another feeling, one of shame, when Mrs. Barton, a woman of courage

as well as honorable feeling, held to her eyes a mirror in which she saw herself reflected.

"You meant evil to a true-hearted and noble girl," she said; "but the shaft, designed for her, glanced aside, and hurt your own good name. It was not well done, my young friend, and, if you suffer in consequence, may the memory of pain, if no higher impulse rule in your spirit, hold you guarded in the future. There lies, in all wrong doing, a germ of retribution, that will punish the wrong deed, sooner or later."

When plain Mary Allen became Mrs. Wilmot, brilliant, showy girls, like Miss Wilde, did not hesitate to announce themselves as puzzled. What could he have seen in her? they asked. "Ordinary," "plain," "homely," "dull," "commonplace," such were the terms applied. "Good and true, and honorable—full of all soul-sweetnesses—a woman rightly planned," said Mrs. Barton, in answer to such poor cavilings. "True men seek for such to be their life-companions, and leave the proud, the vain, the showy, and frivolous, to mate with meaner natures. Accept the lesson, my young friends, and be wiser in future."

ONLY A LITTLE OLD SHOE.

Only a little old shoe,
Misshapen, and wrinkled, and torn,
Only a little old shoe,
That a baby's foot has worn!
Only a little old shoe,
By a grief-worn mother pressed,
Only a little old shoe,
By her loving hand caressed!
Only a little old shoe,
But I hold it close, as if it knew
The hunger here and the great heart-pain,
As I seem to see, and to hear again,
The dainty foot, with its dimpled grace,
As it lightly flits from place to place!
Once more I look into laughing eyes,
That meet my own with a glad surprise,
Once more I play with the ringlets fair
Of the tangled, nut-brown hair,
And though 'tis a vision, to me it is true,
As I looked once again on this little old shoe!

Only a little old shoe,
With a tattered heel, and the toes cut through,
But it weaves for me now a wonderful spell—
It is dearer to me than tongue can tell!
As I gaze on it here, through the mist of my tears,
It is crowned with the glory of vanished years,

When my heart thrilled with gladness, as
proudly I stood
In the God-granted joy of real motherhood!
Through the quivering depths of the silence
I hear
Soft-measured sounds, that fall full on my ear,
And the words that are spoken seem those of
a saint,
In answer, I know, to a mother's complaint!
Cease grieving, oh heart, and turn to the light
That is shining for thee, and shining so bright,
For the little one's love, by the Father's own will,
That once blessed the mother is blessing her still!

Guided by angels, and guarded by Him,
The soul of the child is untempted by sin—
Unfolding in growth, it is planting its place
In the wonderful ways of God's wonderful grace,
And the dear little feet are now passing between
Thy life on the earth and the life unseen."

—Ella Dare, in *Inter Ocean*.

A Young Tennessee Heroine.

RIDING A HORSE INTO THE RIVER TO SAVE HER
BROTHER FROM DEATH.

Near Gainsboro occurred an incident the story of which reads more like a romance than truth, yet it is vouched for by Judge Fite, one of Tennessee's most distinguished jurists. It was while the angry Cumberland was in his most violent mood, when the swift flowing waters were at their highest, that brave Mica Hall, a frail young girl of 15 years, performed an act of heroism which should emblazon her name high upon the scroll of fame.

Mica's brother, Comer Hall, and another young man, both aged about 18, were in a canoe catching driftwood in the middle of the stream. The weather was intensely cold and both young men had on their heavy overcoats and heavy underclothes. Suddenly the canoe was upset and both boys were thrown into the stream. The current at this point is very swift and the canoe quickly went to the bottom of the river. The brave young fellows began to struggle desperately to save themselves, but the heavy clothing weighed them down so that they could make little headway against the angry waters which bore them swiftly down stream.

Some distance down the river is a small island, which was covered at the time by about four or five feet of water. Young Hall's companion landed against this island and managed by the most desperate efforts to maintain his position upon it.

Poor Comer, however, was not so fortunate. In his efforts to escape he continued to float farther and farther away. About 300 yards from where his companion lodged Comer floated against a tree top and clung to it with a desperation born of despair.

All this time young Hall's mother and 15 year old sister, Mica, were standing at the edge of the water several hundred yards from where he had lodged. They were, in truth, at the edge of a great sheet of water which had backed up from the river. The frenzied mother saw the desperate struggle of her son to save himself, and wringing her hands in grief at the thought of his meeting death in the bosom of the angry river, was almost ready to plunge into the water and make an effort to reach him.

Then it was, in the supreme hour of peril, that the heroic young girl ran back to the barn and secured a horse. Seizing hold of the halter she pulled him down to the edge of the water, and tearing off her clothing jumped upon the back of the animal with the words, "Ma, I'll save Bub, or die," and plunged into the icy waters. Far

down the stream her fast tiring brother clung to the tree top, the agonized mother expecting every moment to see him sink into the river never to rise again.

Mica urged the trembling animal forward until he struck deep water, where it was with the greatest effort the shivering girl could keep his head straight toward the boy.

The waters surged and splashed against the brave rescuers and every moment seemed an age. At last the tree was reached and just as Comer was becoming unconscious he was seized by his heroic sister, pulled upon the back of the horse, and the battle of life began. The horse struggled desperately, but the poor girl held tenaciously to his mane, and with one arm around the semi-conscious boy, finally managed to reach the bank far below where she started in. Once safely upon terra firma, she gave way under the terrible strain and it was several hours before she was able to recite the story of her brave deeds to the assembled neighbors.

The other young man was rescued by a party of men, and Mica Hall is the heroine of the Upper Cumberland.—*Nashville American*.

The Value of Wives.

A recent opinion rendered by the Virginia Court of Appeals shows that the law recognizes a graded valuation of wives. The complainant had sued for damages for the loss of his wife, who had been accidentally killed through the negligence of the defendant. On the trial, evidence tending to show that the deceased had been a superior wife was offered, and, presumably influenced by this, the jury gave the complainant a verdict for \$6,000. The defendant objected to proof as to the character of the wife, and carried the issue to the highest court of the state. That tribunal holds that such evidence was perfectly proper as a means of estimating the damage suffered by the husband. "If the character and conduct of the wife," says the court, "be such that her death will cause but little sorrow, suffering and mental anguish to the husband, then the fair and just proportion of the damages to be awarded by the jury will be measured accordingly." "But if, on the contrary," the court adds "the wife be loving, tender and dutiful to her husband; thrifty, industrious, economical and prudent—as the evidence in this case proved Mrs. McConnell to be—then 'her price is far above rubies,' and the loss of such a wife, of such a helpmeet, of such influence, of such a blessed and potent ministry and companionship, is a proper element of damages to be considered by the jury in fixing the solatium to be awarded to the husband for tearing her from his heart and home."

She Wanted to Price Tickets.

There was a line ten feet long at the ticket window in the Hudson River railroad waiting room, and the policeman on duty was busy reminding the slower travelers to be brisk with their change, when a tall, thin, elderly woman, with spectacles and with a complexion like a halibut, peered in at the ticket clerk and said:

"What do you ask for a ticket to Poughkeepsie?"

"One dollar forty-seven."

"Is that the lowest price?"

"Only one rate."

"Eliza Smith went up last month and only paid one dollar and thirty cents."

"There's been no change, madam. Do you want a ticket?"

"Would I save anything if I went to Peekskill, got off and bought another ticket there?"

"Costs more. Hurry, madam, there are others waiting."

"Well, I only wanted to price tickets. I never knowed Eliza Smith to tell the truth before, and I just wanted to be sure that she hadn't broke no record."—*New York Tribune.*

Came a Day Ahead of Time.

A good story comes from a Birmingham photographer. A lady sat for pictures. The next day she returned for the proof, which was given her in an envelope on which was printed: "Return after five day to —, photographer, Birmingham, Conn." The lady kept the proof much longer than persons usually do, particularly as she said she was in a big hurry for the pictures. On the fourth day she came to the studio bringing the proof, and apologized to the artist for coming back "one day ahead of time," but she said she had business in town and could not come again. It took the artist a day to understand what she meant.

Many of our girls do not know why old lace is so much more valuable and generally so much more beautiful than new lace. The fact is that the valuable old lace is all woven in lost patterns. It is frequently as fine as a spider's flim, and cannot be reproduced. The loss of patterns was a severe check to lace making in France and Belgium, and was occasioned by the French Revolution. Before that time whole villages supported themselves by lace making, and patterns were handed down from one generation to another. They were valuable heirlooms, for the most celebrated weavers always had as many orders as they could execute

in a lifetime, and they were bound by an oath taken on the Four Gospels, to work only for certain dealers. When the Reign of Terror began, all work of this kind was interrupted for a time. After the storm had subsided, the dealers and workers were far apart; some dead, some lost, and some escaped to foreign lands, and such of the woman as remained were bound by their oath, which, in spite of Robespierre's doctrine, was held by the poorest of them to be binding, and there are instances where they suffered actual want rather than break their word. Some, however, taught their children and grandchildren, and many patterns were preserved in this way. Some of the daintiest patterns were never recovered, and to-day specimens of these laces are known to be worth fabulous sums.—*Southern Fact.*

She Didn't Know.

New Parlor Maid—Here's a letter, ma'am, if you please.

Mistress—Pray, Mary, are you not accustomed to see letters handed on a tray?

New Parlor Maid—Yes, ma'am; but I didn't know if you was. *St. Louis Magazine.*

A Woman's Reasons.

Epoch: Maud—Why, you have thrown Clarence overboard?

Madge—I couldn't marry a man with a broken nose.

Maud—How did he get his nose broken?

Madge—I struck him playing tennis.

A Farmer's Luck.

We were going within about a mile of Findley O., and the train had just begun to slacken speed, when we felt a jar, and knew that the locomotive had struck some considerable object. In the seat next ahead was a farmer, and he threw up the sash, shoved out his head and exclaimed:

"By gum! But I'm in luck!"

"Why, they have killed a horse!" shouted a man behind us as he looked out.

"Yes, and it's my hoss!" Added the farmer

"But you said you were in luck?"

"You bet I am! I've been riding up and down this line for five years on a pass given me for killing an old cow, which wasn't worth five dollars. The pass expired yesterday, and now my old hoss who ain't worth skinning, gits in the way and is knocked over. Luck! Why, gents, that meahs a free family pass for five years more and there is fourteen of us in the family!"—*New York Sun.*



E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 10 Public Square, Cleveland, O.

E. H. BELKNAP.

It is with a pleasure that cannot be well described that we inform the readers of THE CONDUCTOR that Bro. Belnap is slowly but surely gaining and that his physician pronounces him in a fair way to completely recover. The snows of nearly sixty winters have whitened the head of this kindly old man, but the heart in his bosom does not grow old, and in his long life journey there is not one on earth that knows him who is not his friend, unless the last spark of feeling has been obliterated from the breast of that one. Who among us would not be proud and glad to have such a record? The near friend and boon companion of every child in the vicinity, the generous neighbor whose last thought is for himself, his absence would create a void that but few could fill. When urged by friends to resent an injury or indignity, his reply is invariably, "life is too short, it will hurt them more than it will me" and this while an extremely sensitive nature is writhing in anguish. One of nature's genuine noblemen, his only fault yielding too readily to the persuasion of others against his better judgment while his open handed and lavish generosity to all, has kept him poor in this world's goods. That he may speedily be with us again is a hope that will be heartily echoed by every reader we are confident.

YE EDITOR PRO TEMPORE.

Owing to the continued illness of Bro. Belnap and the fact that under existing circumstances, there is absolutely no one else to assume the position of acting editor and that no one else may receive condemnations for the sins of omission and commission in the present number, I announce myself "editor *pro tem*." In consideration of the fact that it is not many moons since a large majority in the Grand Division kindly excused me from farther performance of these duties my voluntary return to the "journalistic arena" may seem to some members, to be a particularly aggravated case of unadulterated "gall" but I am like the bashful swain who, when requested by the fair maid-

en whom he had for the first time escorted home from 'spellin' school', not to tell anybody, replied, "you bet I won't; I am as 'shamed of it as you be." I shall be "as 'shamed of" this number as you will and I only trust that the extra earnestness that will now be added to the wishes for Bro. Belnap's recovery will hasten the "consummation devoutly to be wished".

WM. P. DANIELS.

"SHOULD AULD ACQUAINTANCE BE FORGOT?"

Friend Debs of *The Firemen's Magazine* congratulates the Order on the action at Rochester in regard to the "strike clause" and in the selection of a Grand Chief Conductor and extends "the right hand of fellowship," which certainly will not be rejected by members of the Order, but at the same time reminds us irresistably of an excerpt from an old ballad, by saying that he "will not in the least abate in his zeal in promoting the success of the B. of R. C.": Now *has* any body asked you to cut your old friends Brother Debs? And don't you think, upon reflection, that you are just a little bit previous with your

"I'll not marry you, my pretty maid?"

It is quite likely that if you had waited a bit, we would have asked you to turn Mr. Howard and the office of the B. of R. C. out of your rooms, and turn your back upon them forever, we won't do it now but on the contrary we can say we never, never thought of such a thing.

FRATERNITY.

The Locomotive Engineers' *Journal* for June, concludes a brief article on our last Grand Division with the following words: "It is our earnest wish that the past be obliterated by the members of the B. of L. E., and that the fraternal friendship that should exist between the O. of R. C. and the B. of L. E. may be extended to each other by the members of these organizations."

THE CONDUCTOR can assure Mr. Arthur, and the members of the B. of L. E., one and all, that

if the sentiments expressed in the above extract, are observed by the engineers, a like spirit and feeling will not be found wanting on the part of the members of the Order. Had such a spirit always been exhibited by the engineers in the past, the troubles and difficulties of the recent past would never have occurred. The *Journal* and members of the B. of L. E. generally, have always, and very naturally, endeavored to place all the blame for these difficulties upon the Order, and while we might under other circumstances, feel like justifying ourselves to some extent, we join the *Journal* in the wish, that the "dead past may bury its dead," and the hope that while the experience of that past may not be without its lessons to us all, any ill-feeling engendered by it, may be buried in oblivion so far, at least, as the general membership of the organizations are concerned. It would, perhaps, be expecting too much that it should be so in all individual cases, and particularly so in the case of the writer, and it is somewhat unfortunate, that circumstances compel the Grand Secretary to be the writer in this case. We can promise, however, that in the future, circumstances will not require the Grand Secretary to be identified with matters outside of his particular domain, and it is his earnest desire now, not to say anything to, in the slightest degree, retard a friendly and fraternal feeling, not only between members of the Order and the B. of L. E., but also between other organizations. Future developments may seem to him to require that some of the "inside history" of the past be given, but if it is given, it will be by him as an individual and not when occupying the borrowed seat of editor.

THE PHILADELPHIA & READING.

Considerable prominence is being given to the fact that one Bonzano, assistant superintendant of the above road, is said to have issued an order to conductors employed on that road who are members of the Order of Railway Conductors, that they must withdraw from the Order or leave the employ of that company and this order is said to have been issued because the Order, at its last annual meeting, repealed the clause in one of its obligations prohibiting its members from engaging in any strike of railway employees. That this order has been issued by Bonzano is probably true, but that it is issued on account of the action of the last Grand Division, all who know any thing of the man Bonzano and his past history, know to be absolutely false and that if Bonzano himself says it is on account of such action, Bonzano tells what is untrue. It is not so far in the past but all members of

the Order will remember it, that this man directed the members employed on that portion of the Reading then controlled by him to withdraw from the Order on pain of dismissal and what is not generally known, he went further than that and demanded that the division be closed, thus endeavoring to include in his crusade, employees of other roads than the Reading. The method he took to gain his end is characteristic of the man; he called to his office, a member who held a minor official position and said to him, if division No. 204 does not surrender its charter to-morrow, you will not have a position Monday. The member said he was willing to leave the Order but that he alone could not close the division and that he should not be held responsible for the acts of the division if it should refuse to surrender its charter. He replied, "you have authority over many of the members and if the division is not permanently closed you can consider yourself dismissed." We do not pretend to give the exact language of the parties to this infamous conversation, but we do give the exact purport of it and as a consequence when Monday came the member notified Bonzano that his orders had been complied with and that the division was permanently closed. In this statement he was mistaken as the sequel showed. Mr. Wheaton endeavored to have this order of Bonzano's recalled or countermanded by higher authority but without success, the utmost concession that he was able to obtain was what was said to be a secret and confidential agreement with Mr. Corbin that the men on other divisions would not be disturbed and nothing further would be done on Bonzano's division if the members would disclaim being members of any labor organization. Having never seen any copy of any agreement if any was made, we do not profess to state that either, but give the understanding of it that we received from Mr. Wheaton immediately after his return. Whiskerandos Bonzano having, as a reward for his efficiency in carrying out his superior Corbin's wishes, in a small way, been promoted to the assistant superintendency, now, soon as fairly settled in his new chair, enlarges his former order and as a semblance of an excuse to the public, refers to the action at Rochester and thereby, as all who know anything of him, are well aware, tells an absolute falsehood.

The Reading road has an extremely unsavory record for the past decade and while it has, for a wonder, some officials who are gentlemen and who do not deem it their duty to needlessly persecute the employees, it is quite likely that Corbin does not know it, and should we name them it would quite likely stimulate Whiskerandos to undermine them or injure them in some way, and to

the extent of depriving them of their positions if possible.

Since writing the above, attention has been called to an interview with Bonzano, published in the *Philadelphia Press* of the 2nd, in which he says: "We had no objection to this Brotherhood (Order) until it held its last convention." In view of the facts given above, what a mean, pitiful liar this man is shown to be.

STILL DISSATISFIED.

Our good friend "Majah" Leffet does not seem to be quite satisfied with the deliberations of the last Grand Division of the Order of Railway Conductors: In fact if a late number of that elevating and ennobling specimen of the highest class of modern literature, the "Majah's" Gazette, is any indication of the "Majah's" state of mind, the "Majah" feels real bad. The fact that the Grand Division followed the "Majah's" advice and repudiated that *bete noir* of the "Majah's" existence, W. P. Daniels (at least he says they did) does not seem to relieve his herculean brain; which by the way requires trousers 48 inches in the waist to encompass, and with so much brain to feel bad with, our readers can readily imagine that the "Majah" is in a condition not to be envied. He is so much disturbed over the mistakes and misdemeanors of the delegates at Rochester that he even seems to be a little bit angry. The "Majah" however should not be too severe on the boys; indeed it is not unlikely that the "Majah" himself is somewhat in fault; he should, before condemning too severely, reflect that he was direlict in duty in not being present to tell them what to "do to be saved" as was his wont in days gone by. It is perhaps true that a few of them failed to consult the "Majah" as to the proper course to pursue before they went to Rochester and this failure to take advantage of this "fountain of knowledge" that is, through a feeling of pure and disinterested philanthropy, ever at their service "without money and without price," cannot be too severely reprehended: it is also likely, judging from results, that of those who did take the precaution to sit at the feet of this Gamaliel and drink deep from the inexhaustible fount, many fell by the way-side or were seduced by false prophets and as a consequence the "Majah" wears sackcloth and ashes and lifts his melodious voice in bitter agony of spirit and calls upon us to "listen to his tale of woe" of how a whole Order of Railway Conductors is doomed to dissolution, despite his efforts to save them from so terrible a fate.

We, as a nation, claim to live in an enlightened age, to be far in advance of our ancestors who did

honor to Chevalier Bayard and other illustrious and celebrated examples of the highest type of manhood, yet we eat, drink, sleep and die in deepest degradation when all that is necessary is for conductors to look to this new Moses who is anxiously waiting to lead them out of the wilderness.

THE CONDUCTOR when first issued as the Railway Conductors' Monthly determined that it would not make a practice of inflicting its readers with any journalistic controversies and we have consistently adhered to that determination, except that in a very few instances we have asked the "Majah" to "please don't." For instance in March, 1889; the writer gave a couple of incidents in the history of this gallant warrior, the "Majah" by publishing the fact that he had made a practice of wearing the pin emblematic of the Order and that he had procured transportation by misrepresenting his connection with the Order. The "Majah" promptly denied the truth of the charges. Some other publications published the "Majah's" denial and gave him a certificate of good character and condemned THE RAILWAY CONDUCTORS' MONTHLY severely for slandering so good and pure a man as the "Majah." After waiting for all to have their say, we published ample proofs and if either the "Majah" or any of his sympathizers have heard of it, they have taken particular pains not to say so: let any interested look at pages 155 and 311 of Vol. VI of THE RAILWAY CONDUCTORS' MONTHLY, the "Majah's" Gazette and a few other publications during April, May and June '89, and note how they all immediately hastened to say not a single word after the proof was produced in the June MONTHLY.

The writer of this furnished a part of the money to issue the "Majah's" paper after it was made the "official" paper of the Order at Buffalo in '81 and that gentleman (?) owes the fact that he has a paper at all to the Order: After he was dumped overboard at St. Paul, he began to attack the Order and its members; one article soon after the St. Paul Grand Division being so absolutely false that the writer of this wrote a communication giving some of the "Majah's" history up to that time, and sent it to him with a personal letter advising him that if he ceased his attacks on the Order and its members and apologized for the article already published, he need not publish the communication sent him. He returned the communication, stating that the article had been inserted by some one during his absence, expressed his regret, and his willingness to apologize for it, and asked that the matter be dropped: He did publish sort of an apology and for a long time did not insert any slanders. The "Majah" is the sort of a warrior that is ready to fight at any time pro-

vided there is no enemy in sight or he can be reasonably certain that they won't "fight back," and improving the opportunity afforded by the well known position of this publication and the members of the Order generally, in regard to himself, has amused himself and a few others of that ilk, by wading waist deep in gore, and every bit of it, gore of the Order or some of its members. In '85 it became necessary to use a lath across the most prominent portion of the "Majah's" anatomy, and the silence that followed for almost a year could be felt; finally like all other vermin, he plucked up enough courage to peer out of his hole and finding that no one noticed him he soon got brave enough to go to war again, and make the welkin ring with his shouts of defiance. Then came the the June number of the MONTHLY showing him to be a genuine, but owing to the location of his brains, very weak imitation of Falstaff. Having learned from previous experience that the MONTHLY was sincere in its assurance to its readers that they would not be annoyed by any fumes caused by this animal of the genus *Mustelidae* being stirred up by us, it did not burrow very long this time but in all of its glorious warfare, it has carefully avoided the "pin" and "pass."

There is on file in this office, several letters, confidential letters addressed to the writer and signed by the "Majah" that would make interesting reading for some people; they are dated along in 1881, 2, and 3, and we have on several different occasions tried, by reference to them and a threat to publish, to induce the gallant "Majah" to say "publish them", but he has taken care not to say any thing that could be construed into any such permission.

Had we as little regard for common decency as is shown by the "Majah" we would have published them without his consent. You can safely give that consent now though, dear "Majah," as we promise not to inflict them upon our readers, (and now the promise not to publish being made, the "Majah" will probably deny the existence of the letters, and in virtuous indignation demand their publication; don't demand too strenuously though, or we may be tempted to break this promise,) nor will we soil THE CONDUCTOR by any further reference to *Mephitis varians* for a twelve-month at least.

THE NEW ORDER.

Under the heading of "A New Order Formed," the New Haven *News* of June 2d, has the following:

New Haven Division, No. 201, Order of Railway Conductors, is no more. It is dead and buried beyond resurrection, and its death is due to the action of the Grand Division at its session

two weeks ago, at Rochester, in eliminating the anti-strike clause from its constitution.

But a new order, that will prove more popular, stronger in every sense of the word than the old, has come into existence. It is to be known as "The Association of Railway Conductors," and there were present at its birth in this city yesterday afternoon every conductor on the Consolidated and Housatonic roads who could possibly attend.

New Haven Division, Order of Railway Conductors, had a membership of 101, composed of conductors employed by the Consolidated and Housatonic system. It was the strongest division in the Order, and every member of it was firmly opposed to the elimination of the anti-strike clause. Its largest meeting was held yesterday afternoon, and it was the largest ever held in the history. Every member present and absent, voted unanimously to surrender the charter and the New Haven division's existence ceased.

Immediately after the surrender of the charter a temporary organization, to be called "The Association of Railway Conductors," was formed, every member present signing his name to the roll. Delegates were then selected to attend the convention of loyal delegates, the "65" who stood firm and true to the principles of the old Order at Rochester, that is soon to be held in New York. These officers were also elected; Chief Conductor, N. W. Pardee; Secretary, A. S. Ostrander.

The action yesterday of the New Haven conductors, although not the first to surrender their charter, will secure to them the rank and title of No. 1 in the new organization.

This action is no surprise to any member who attended the last Grand Division, and who is at all acquainted with the actions and talk of A. S. Ostrander. This gentlemen with others had announced some time previous to the meeting of the Grand Division, that if they could not rule the Order they would make an effort to ruin it, and at a meeting held at Springfield some time previous, they went so far as to select the grand officers for the "new order," naming Mr. Ostrander as "Grand Chief Conductor," and now it remains to be seen whether the plan will be carried out in full. THE CONDUCTOR does not question the right of these members to leave the Order, but as in the cases of other seceders in the past, it proposes to let members of the Order know exactly what manner of men they are and the course they take, and shall not be at all backward in expressing our opinion as to their action and motives. We shall regret to see honest, well-meaning members of the Order, who may be deceived by the assertions of these malcontents, leave our Order, as we regret to see any good man and true leave us, but there will be no sorrow over the departure of such men as Mr. Ostrander and if late reports be true, Mr. Chittenden, have proved themselves to be.

Ostrander has for years been a warm personal friend of the writer, and it is only with a heartfelt pang that that friendship is severed, as it must be, by the action of the gentleman himself.

Ordinarily, personal feeling should not be permitted to enter into association matters, and we sincerely believe that there are thousands of members of the Order, and many persons now outside of the Order, that will testify to the fact that open, manly opposition, whether it be in regard to the internal affairs of the Order or differences of opinion between it and other associations, has never made the slightest difference in the actions or feelings of the writer, that whether defeated or victorious, the personal relations have never been altered, and should Mr. Ostrander withdraw from the Order in a manly way, and without the use of deception and falsehood to injure the Order, the personal friendship would not be affected so far as the writer is concerned. The honorable way for Division 201, or any of its members, to withdraw from the Order, would be to notify the Grand Chief Conductor that it wished to surrender its charter, and request him to take the necessary action in the matter, as is provided by the law, which they have each and all sworn to obey. Yet, the first thing they do is to resolve themselves into a new organization, publish the fact in the daily papers, but say no word and send no notice to any officer of the Order, and a reasonable supposition is that they have followed the example of the southern California members, which they so loudly condemned a short time ago, appropriated the property of the Order, and doing it just at a time when they know that it is impossible for any officer of the Order to get there on account of the meeting of the board of directors. One of the members of this division is he, who since the "under the daisies" peroration at Philadelphia, has been universally known as "the man with a methodist voice," who before he knew what the action of the Grand Division would be, rushed into print, and denounced members as perjurers, yet he joins in actions that are in plain violation of law he has sworn to obey while denouncing others as perjurers who certainly as yet have violated no law or obligation of any kind. The animus of this gentleman's screed in the paper was so plainly evident, that one paper in reprinting it gave it the heading of "Trying to Stand in with the Officers."

Mr. Ostrander asserts that by repealing the sentence known as "the strike clause," the Order has made itself a striking organization, and this he knows to be a falsehood. Early in February the writer received from a number of members of the Order, a letter making a formal request that he become a candidate for the office of Grand Chief Conductor, and one of the names appended to this letter was A. S. Ostrander. Under date of March 3d, he writes, that having received a copy of my reply to that letter, he is surprised to learn

the views expressed, and cannot see his way clear to support the writer. In reply, he was informed that the letter distinctly relieved him of any obligation, real or fancied to support us, and that our sincere hope was that some other would be selected. Following this, we were not a little surprised to be told, at Philadelphia, that Ostrander denied signing the letter, or giving any one authority to use his name in connection with it. Brother Chapman, who was the leader in the canvass in our behalf, was immediately notified that it was reported that Ostrander had said, that his name was used without authority, and as a consequence, we were shown the letter of Ostrander to Chapman, from which the following is an extract, and which further illustrates the "peculiarity" of the man who, it seems from his own letter, was perfectly willing to act in opposition to the wishes of his division provided they didn't find it out until after he was elected:

"I am heartily in favor of Brother Daniels for the position you speak of, but I do not wish to have my name used in connection with the matter until after the election for delegate in my division, for which position I am a candidate. The election occurs on the third Sunday in December, and if the matter we referred to is not published before that time, you may sign my name, previous to that, you will of course understand how I am situated."

As to Mr. Chittenden, it is reported, that at a meeting attended by only thirteen members out of a total of sixty-three, the remaining fifty having received no notice of the meeting and what it was for, ten voted to surrender the charter, and three against it, and on account of this action of these thirteen members who are said to have been selected for the purpose, the message was sent to the Grand Division pretending to surrender the charter of the division. It is further said, that when notified of the action of the Grand Division, directing him to inform all the members of the division of their rights in the matter of a surrender of the charter, Mr. Chittenden said, that he would be d—d if he would do it. This while he was yet a member of the Order, and after having sworn to obey its laws. If the information that the CONDUCTOR has received in regard to Mr. Chittenden's action shall prove to be incorrect, we shall gladly make it public through these columns, and make due reparation for any wrong done him. If, however, it is correct, we have no hesitation in saying, that he has violated his obligation, and is unworthy the respect or friendship of any one.

The columns of the CONDUCTOR are open to any reasonable extent to either of the above named gentlemen, to reply to anything said by us in relation to them.

WM. C. CROSS.

It is with extreme regret that we learn, that any officer of the Order, and particularly, one occupying so important a position as chairman of the Executive Committee, should, while holding that position, endeavor by misrepresentation, to injure the Order.

Brother Cross has, for most of the time since his return from Rochester, been thus engaged. He has visited different places on the "Q" system, and by every means in his power, has endeavored to intimidate members and influence them to withdraw from the Order and join Messrs. Ostrander, Beals, Chittenden and a few other malcontents, in an effort to form another organization. Had Brother Cross carried out his intention, as announced to the writer, namely, to quietly withdraw from the Order, and then endeavored without misrepresentation to persuade others to withdraw and join some other organization, THE CONDUCTOR would have no complaint to make, but we have no hesitation in pronouncing his actions, while holding an office in the Order, as dishonorable, traitorous and unmanly.

FEDERATION.

And still they come. There seems to be no end to the falsehoods that are being set afloat by some one in regard to the Order of Railway Conductors, the latest being the following from the *New York Sun*:

It has just become known, that the Order of Railway Conductors, after dropping the "anti-strike" clause in its constitution at the convention in Rochester decided to adopt federation with the other railroad organizations. It won't be formally approved until the next convention, since a year's notice has to be given for the amendment to the constitution. A committee was appointed, of which E. E. Clark, the newly elected Chief Conductor, is Chairman, to prepare the necessary amendment and to look into the best methods of combining with other orders.

The statement that the Order decided to adopt Federation with other organizations, is absolutely false. The motion for the appointment of a committee was made by the writer, than whom there is no more earnest opponent of any general Federation scheme. It is our belief that a large majority of the members present were and are opposed to it, but so also were a very large majority opposed to smothering discussion upon it or any other subject, and who believed, that if one single member of the Order did favor federation, he should be given opportunity to express his views without being "sat upon." It was with a view of hearing dispassionately, any argument that might be presented, either for or against federation, that a committee was appointed. To re-

fuse to listen to argument is simple cowardice and evidence of a want of confidence in the position taken.

If those who favor federation are able to show us that it will be for the benefit of members of the Order, we shall most certainly favor it. With our present knowledge and views, we believe it will not be for the benefit of the Order and its members, to enter into any general federation, and consequently we are opposed to it.

The Railway News Reporter, in its last issue flays the Toledo wind bag with neatness and dispatch. It isn't much use, though, Brother Honin, to hang his pelt on the fence; the genus *Ophidia* grows a new skin very readily and is not very much discommoded when the old one is removed a little in advance of the natural course. If ever there was a case of chronic mendicancy, however, it is this gallant "Majah," who poses as the great and only friend of railway employees. He hangs around every meeting of any association, covering officers and members alike with fulsome flattery, winding up with an appeal to their purses. If, becoming disgusted with his fawning sycophancy, any association kicks the lickspittle cur out, the flattery is changed to Billingsgate.

THE BENEFIT DEPARTMENT.

There seems to be an idea on the part of a few delegates to the last Grand Division, that something was done that would be detrimental to the interest of the present members of the Benefit Department, and that changes have been made that would affect the present insurance.

The laws governing our present insurance have not been changed in any particular, but they remain exactly as they have been for the past year, except a minor amendment in regard to making proof in case of the death of a member. Amendments providing for a second class to be known as "Class B," were adopted, and in that class the certificates are for \$1,000 each instead of \$2,500, thus enabling members who do not feel able to carry \$2,500 to become members of the Benefit Department. There is also a provision for a "reserve fund," in Class B, which will, as a matter of course, make its cost somewhat more than in Class A, for the same amount of insurance. The assessments in Class B are graded according to age of the member. A provision was also adopted providing that members of Class A, who wish to do so, may exchange one certificate in Class A, for two certificates in Class B, without any fee and without medical examination. If the present members of Class A are satisfied with it as it is, they can simply continue their membership, per-

suade others to do so, and induce new members to join it. The laws providing for Class B, do not take effect until January 1st, 1891. Members will have ample time to examine them, as they will be published in *THE CONDUCTOR* soon, and certainly any who drop out of Class A, on the rumor that is being spread by a few who do not understand the laws adopted at Rochester, or because of any rumor that the Grand Division in any way injured the interest of Class A, or its members, are certainly very foolish. Class A is in good condition, and is paying its losses in full, and has nearly 4500 members. Certainly so long as this is true, no member has any cause to complain. If Class B shall prove to be popular and become a better insurance than Class A, every member of Class A is given an opportunity to become a member of Class B without any trouble to himself except to make the request. If it shall prove to be unpopular, or not so good an insurance as Class A, there is nothing in the laws, rules or regulations to prevent members retaining their membership in Class A, and in that case it is likely that Class A will continue to grow and increase in numbers. Do not, however, through hasty and ill-advised action on erroneous information, do what you may soon have cause to regret.

THE GRAND CHIEF CONDUCTOR.

It is peculiarly fitting that this number of *THE CONDUCTOR* should say a word about the man who has just assumed the position of executive of the Order of Railway Conductors. It is fitting first, because the writer wishes every member of the Order to know, that what was said by him at Rochester immediately after the decisive ballot was in earnest, and that as the leading candidate against Brother Clark at Rochester, he proposes that no member in the Order shall lead him in support of the man of their choice. It is fitting also, because a personal acquaintance of over fifteen years gives us some reason to pronounce an opinion.

The members of the last Grand Division, did well, as was said at Rochester, in refusing to spoil a reasonably fair Secretary to make a very poor Grand Chief Conductor, and while it is reasonably certain that no mistake would have been made in the selection of any one of those prominently mentioned for the place, with the exception above, it is certain that no mistake *has* been made in the selection of Brother Clark; the only mistake being, that the matter was not settled outside prior to Saturday by an agreement whereby only one name would have been presented, thus settling the matter on the first ballot by the election of

Clark by what would have been practically a unanimous vote.

Clark has been denounced by some as a radical and a fire-eater, but if any delegate cast his vote for him with any such idea he is doomed to disappointment; those very few who voted for Clark in the hope that he would lead the Order into trouble and disaster, thereby giving them an opportunity to say "I told you so," are also doomed to disappointment of the bitterest kind. Clark is a reasonable man, who will ask nothing but justice, and who will accept nothing less, or at least leave nothing reasonable undone to secure it. Do not, however, permit yourselves to fall into an idle slumber, dreaming that in electing him you have done all that remains for you to do, and that all that is necessary for you to do is to call the Grand Chief Conductor to remedy any of the evils that flesh is heir to. He will make mistakes; if he don't he is too good a man for Grand Chief Conductor and should be removed immediately, but if the members will treat him with half the consideration and extend to him half the leniency that has been extended to your officers in the past, you will have no cause for complaint on his part. He will give you faithful, honest, intelligent service, and if you don't give exactly that kind of support you are not living up to your obligations and have no right to complain of any possible errors that may be made.

It has been the good fortune of the writer to be associated with Clark in matters of the Order in connection with his duties as G. S. C., and it has, in every case, been his voice that has been first raised against anything unreasonable or unfair. Possessing the courage of his convictions, a quality not always prominent, and not hesitating to take issue against odds at any time; entirely free from any apparent desire to sacrifice conviction to retain goodwill, he may be safely trusted with the helm, and no one need fear (or hope) that disaster will follow.

"WILL IT PAY?"

In *The Railway Age* for May 24th, we find an editorial under the above caption, and while we do not propose to decide the case nor make any attempt to decide, that will be in the least satisfactory to the *Age* or even to ourselves just at present, there is one question that we can answer satisfactorily to ourselves at least, and that is, that it has not "paid" to depend solely upon the sense of justice of railway officers for fair treatment. We refer to the article, however, more to correct some misstatements than to attempt to say whether or not it will "pay". Referring to the B. of R. C., the *Age* says, "the two organizations are now agreed in endorsing the principle of strikes," and in say-

ing so, it is very much mistaken as the two organizations are not by any means agreed in regard to the matter of strikes. It is hardly necessary for us to take up this matter in detail again and explain the difference between the two organizations; members of the Order understand their situation exactly, and not withstanding the noisy bluster of a few who claim to be "the minority" and to have made "strong protests" against the action of the majority, the membership generally is well satisfied with the action of the Grand Division and a large majority of "the minority" have made no "strong protest," are not now and have not been complaining, but on the contrary have pronounced themselves well satisfied. It is true that when the reports sent out by the few "rule or ruin" members at Rochester, came to their knowledge, there was considerable dissatisfaction among members, but as soon as they learned the truth, that dissatisfaction immediately disappeared. It is also likely that through the influence of interested parties, other divisions of the Order may possibly follow the lead of 201, and leave the Order, particularly when it is known that members who are in official positions are in some cases using the influence of their positions to that end. As an instance, one division which instructed its delegate to vote for the retention of the strike prohibition, did so by a majority of only two, and that vote was taken when two officials of the railway on which they were all employed were present and used their influence to that end, and it is a fact known to the writer that when this vote was taken, a majority of those present were in favor of its repeal, and had the ballot been a secret one the result would have been different. Both of the officials hope for and expect promotion, and one of them is actively engaged now, in an effort to have all the divisions on that line of railway leave the Order, using as is demonstrated by a letter written by him, which is before us as we write, his official influence to bring it about. *The Age* further says, and says truly, that "eliminating the prohibition of strikes in the organization" does not mean "that strikes are contemplated or will be resorted to." No one, except those who at Rochester, endeavored to commit the Order to a strike platform in order, as they openly expressed it, to injure the association, has for one moment understood or thought that the Order of Railway Conductors had by this action, at once resolved itself into a band of strikers. It is true that Bro. Wheaton declared that "there was no middle ground" and now the prohibitory clause had been repealed, members must strike whether they wished to or not, and if they did not, the Order would decay and die, but fortunately the object of such incendiary talk was too obvious to deceive

any one, and Bro. Wheaton was compelled to contradict himself in public print.

In a later issue of *The Age*, we find the following:

The action of the Order of Railway Conductors at their recent convention is thus interpreted by Mr. W. P. Daniels:

The statement that the Order of Railway Conductors has become a striking organization is absolutely false. They have merely taken from their laws a clause by which members were obligated not to engage in any strike of railway employes. They have put nothing in place of it and will not do so, the intent being to maintain a position that will leave each and every individual member free to do exactly as he chooses and to exercise his inalienable rights as an American citizen.

The Order has hitherto been on record as opposed to strikes and its influence has been to that effect. Of course the repeal of the clause referred to is practically equivalent to a positive declaration in favor of the principle of strikes, and this is a reversal of the position before occupied, whether or not the Order as a body engages in strikes, which it is still to be hoped it will not do. But the action taken is in the nature of a threat, the occasion for which on the part of the conductors we have not yet seen clearly stated.

It is somewhat difficult to understand this change of front on the part of *The Age*, unless it goes by the rule of contraries. Before any authoritative statement had been made in behalf of the Order, and while Messrs. Ostrander, Chittenden, *et al.*, were noisily proclaiming that the Order had become a dynamiter's association, and that they would leave and take all the eastern members with them, *The Age* says, as quoted above, "that in its opinion the Order had not by any means committed itself to strikes." A week later, quoting a portion of an authoritative statement, published by the express direction of the Grand Division, it gravely decides that "of course the repeal of the clause referred to is practically equivalent to a positive declaration in favor of the principle of strikes." This is a little qualified by what follows, but is still somewhat peculiar. As to the action taken being somewhat in the nature of a threat, we are of the opinion that no railway officer who has endeavored to be just and fair to the conductors employed under him, will regard it as a threat. On the principle that "the guilty flee when no man pursueth," it is quite likely that some of those who in the past have said to members of the Order, "we don't have to pay attention to you and your requests," will consider it a threat. It would not, perhaps, be extremely judicious just now, for us to satisfy *The Age* by "stating clearly" the occasion for the action, but we can assure our cotemporary, that "reasons are as plenty as blackberries." Would not *The Age* consider it something of a reason, that on several different occasions, railway officers have advised just such action; telling members that owing to the position they occupy, nothing can be done for them, but if they would place themselves differ-

ently, superior officers would permit justice to be done.

The reason for not locating such officers will be obvious to *The Age*, but it would surprise many people to know who some of them are.

Not long since *THE CONDUCTOR* published a letter written by Gen. McNulta to members of the Order in Springfield, and in our humble opinion, that letter is a strong argument in favor of the action that was taken at Rochester, though right here we wish to say that Gen. McNulta is one of those who will not regard such action as a threat, nor will he ever need fear a strike of conductors on any road with which he is connected, unless brought about by those in authority over him; he has always been foremost in dealing fairly with all employes, and is far from being one of those who have taken any advantage of the misunderstanding of members as to the effect of the "strike clause."

So long ago as the spring of 1887, the writer in a circular to railway officers, said that if the practice of some railway officers of taking advantage of the members of the Order was not discontinued, it would result in the association becoming a strike organization, and one with, in the opinion of its members, many wrongs to avenge, and that the result would be disastrous in the extreme for both. Happily for all, that has not occurred and we believe now, that it will never occur. Had, however, the state of affairs that has existed for the past five years continued for a year or so longer, that prophecy would have been literally fulfilled, and the Order would have placed itself in open antagonism to railways generally. Now, none who do not wish to take any unfair advantage of members need fear any evil consequences, and while it is within the bounds of possibility, that some members may possibly strike some time, no one has or will ask the New England members to do so.

When an officer admits in just so many words, that he has done an injustice, but will not right it because he does not have to do so, and because the members of the Order can't strike, it is a reasonably strong argument against further efforts to prove the millenium is at hand.

It is well known to members of the Order generally, that the writer has always argued that this clause was virtually of no effect, and that if correctly understood, did no harm. That any member of the Order had a perfect right to quit his employment at any time, and that all that this strike prohibition kept him from doing was what is prohibited by our state and national laws, and that this view of the matter was correct, was demonstrated by the result in the case of charges against members of the Order by W. R. Wood-

ward, then superintendent of the "Monon," in 1887. Unfortunately, however, many of the members did not so understand and more than that did understand and believe that while they had no right to quit, if any one objected, they were even compelled to do anything, no matter what, that their superior officers might direct. Had all the officers of the Order labored for a correct understanding among members there would have been no need of repealing this clause, but unfortunately, some of them taught members that they must do whatever they were directed to do, that if in case of a strike of any class of employes on any road, they were directed to run engines, switch or do anything of the kind, and refused to do it, they were "violating their obligation;" and more than that, railway officers have been told the same thing by those in authority in the Order. The influence and services of the Order have been offered to railway companies, in advance, by its officers, and it is this which has brought about the necessity for the Rochester action.

The Age admits, that "conductors may not be, and in a good many cases are not, as well paid as they ought to be." Now, will *The Age* please cite one single instance, one single road, where conductors are paid what they ought to be, in consideration of the responsibility placed upon them, and the arduous requirements of their employment?

As to legislation, we have only to say, that legislation that will deal fairly with us, will be welcomed, and we do not fear any other, for we are beginning to appreciate the political influence that we can bring to bear when united, and while it may be difficult for us to unite in regard to what we want, there will be no difficulty in uniting against any adverse or unjust legislation, and the legislator, state or national, who aids anything unjust to railway employes will make a visit to the late lamented McGinty.

By the way, does not *The Age* think, that the existence of even one Bonzano, is a good reason for the Rochester action?

It is with sincere regret that *THE CONDUCTOR* learns of the retirement of Mr. E. Dickinson from the management of the U. P. The writer first met Mr. Dickinson at the now celebrated "Cheyenne conference," and went there with a prejudice against the gentleman, which it took some little time to overcome, but we left there with the conviction that while Mr. Dickinson was there to represent and protect the interests of the Company by which he was employed, and while there existed a wide difference of opinion between us as to some things, he was an honorable opponent, a pleasant gentleman socially, and certainly an able railway officer.



Scribner's Magazine for June is a Stanley number, containing the only article which he will contribute to any periodical, and the first authoritative word from him on many of the most important features of his great expedition for the relief of Emin Pasha. This article fills thirty-two pages of the issue, and is a most graphic and exciting narrative from first to last. It opens with a solemn acknowledgement of Stanley's belief in God's help to him when he was helpless in the forest solitudes of Africa. "I feel utterly unable," he says, "to attribute our salvation to any other cause than to a gracious Providence, who, for some purpose of His own, preserved us."

Stanley reviews the work of his officers, and plainly but charitably criticises the conduct of the Rear Guard. He explains fully Emin Pasha's attitude, and speaks vigorously on the whole question of slavery in Africa and its extirpation.

The larger part of the article is a detailed account of the wonderful journey through the forest in search of food, and the relief of Nelson's starvation camp.

The illustrations are unique—presenting the first results of modern photographic methods as applied in places never before seen by a white man, as well as drawings from sketches made by Mr. Stanley himself. One of the most striking pictures shows a group of the Wambutti Pigmies—a new race discovered by Stanley.

St. Nicholas for June has an exciting and instructive story, "With Stick and Thread," by L. Clarke Davis, relating a boy fisherman's triumph in capturing a "red drum" with rod and reel. No angler can read it without a desire to start at once for the fishing-grounds. It is illustrated by M. J. Burns. Another striking story is "A Divided Duty," by M. A. Cassidy, telling of a little boy who had one brother in the Federal and one in the Confederate army. Being unwilling to decide against either, he compromises by having a parti-colored suit, one side gray and one side blue.

"Hurdling" is described and analyzed by

Herbert Mapes, intercollegiate champion, and the article is illustrated both from photographs and H. A. Ogden. "Orie," by Florence A. Merriam, is a pretty story of a pet Baltimore oriole. It is illustrated by Nugent.

A novel feature is "A Living Chain from Adam to Abraham Lincoln," or a list of historic personages each of whom has been seen by the next in order, since the beginning of the world.

There are poems by Celia Thaxter, Grace Denio Lithfield, Margaret Johnson, and Katharine Pyle; and humorous verses, or jingles, by George M. Murphy, Valentine Adams, William Wye Smith, and Laura E. Richards.

The number is rich in continued articles "Crowded out o' Crofield" for the boys; "Lady Jane" and "Marjorie and her Papa" for older and younger girls; "Bat, Ball and Diamond," the valuable base-ball series, by Walter Camp; "Six Years in the Wilds of Central Africa," by Stanley's officer, E. J. Glave, and "Through the Back Ages," the geological papers by Teresa C. Crofton.

Besides all these, nearly every one of which is strongly illustrated, there are the departments, and other features of interest.

Every member of the Order should have the special number of *The Railway News Reporter* containing a history of what Bro. Honin saw and heard at Rochester, cuts of officers of the Order, past and present and many other things interesting and instructive. In fact we only note one omission. Dan fails to tell us about his bath at Coney Island.

The June *Century* opens with another article by Albert Shaw, whose paper on "Glasgow" recently attracted so much attention. This time Mr. Shaw treats of "London Polytechnics and People's Palaces," a subject which is particularly timely, as similar institutions are springing up in different parts of the world. The frontispiece is a portrait of Walter Besant, author of "All Sorts and Conditions of Men."

John La Farge, who is writing "An Artists Let-

ters from Japan," this month describes the very beautiful temple of Iyemitsu, and makes some general remarks on Japanese architecture. These papers being both illustrated and written by the famous colorist, are quite unique in their treatment of a subject which is growing in popularity—namely, the life, art, religion and thought of the Japanese.

This being the first summer number of *The Century*, Walter Camp's illustrated paper on "Track Athletics in America" is particularly timely.

Perhaps the most striking feature of this number is the beginning of another anonymous novel called "The Anglomaniacs." The scene is laid in New York, and the story is evidently written by one who knows well the situation. The pictures are furnished by C. D. Gibson, who knows how to give charm to his heroines.

The second of Mrs. Mason's very strikingly illustrated papers on "The Women of the French Salons" treats of the literary influence of the Salons in the Seventeenth Century. As every community in America of any size has something which is supposed to emulate the French Salon, these papers should have an unusual number of readers. The full-page illustrations of the present contribution are portraits of the Duchesse de Montpensier, the Marquise de Sable; Anne of Austria, and Mme. de Motteville. There are smaller portraits of the Dutchesse de Montbazou and Catherine de Medicis.

A paper illustrated with four very striking wood cut engravings by Elbridge Kingsley is devoted to the young American, Albert Pinkham Ryder, who is here called "A Modern Colorist."

Joseph Jefferson's Autobiography this month deals with the "Keans in Australia," there being full-page illustrations of Mr. and Mrs. Chas. Kean.

Charles de Kay has another paper in his series on Ireland, this one being entitled "Irish Kings and Brehons." Mr. de Kay gives new derivations of the names of the five Irish provinces. The pictures accompanying this article are very curious and instructive, including a landscape by Alexander of "Reginald's Tower."

An extremely timely paper is Edward Atkinson's on "Comparative Taxation," which will be found to bear directly upon current discussions of tariff revision.

The fiction in this number, besides "The Anglomaniacs," consists of the eighth installment of Mrs. Barr's "Friend Olivia," and illustrated short stories by Arlo Bates and Octave Thanet.

"What's the News?" is a fresh and interesting statement, by Eugene M. Camp, of the cost of gathering news, with other matters germane to the

subject. He publishes, by permission, some striking figures in this connection.

The Life of Lincoln has a sequel in the number consisting of numerous memoranda of great interest and value. A drawing is reproduced in connection with these, showing the stage and proscenium boxes of Ford's Theater as they appeared on the night of the assassination.

Poems are here printed by Florence Earle Coates, W. C. Wilkinson, the late Mrs. Hutchinson, Andrew B. Saxton, Edward A. Oldham, Charles Henry Webb, and others.

The Topics of the Time treat of the following subjects: "The Outlook for Wood-Engraving," "Journalism and Newsmongers," "Nine Thousand Manuscripts" (received in one year by the *The Century Magazine*), and the "Influence of Athletics."

In Bric-a-Brac a series of drawings by Mr. Kemble shows the start, progress, and conclusion of a "Possum Hunt."

Over Reached Himself.

English railways have the very sensible rule that passengers are not allowed to stand in the cars if anyone objects. An English paper gives the following instance of how one's rights may be too strongly insisted upon:

"Will you kindly allow me to stand?" asked a gentleman as he got into a railway carriage, which carriage already contained the specified number.

"Certainly not, sir," exclaimed a passenger occupying a corner seat near the door. "The way these trains are overcrowded is shameful!"

"As you appear to be the only person who objects to my presence," replied the gentleman, "I shall remain where I am."

"Then I shall call the guard and have you removed, sir."

"Suiting the action to the word, the aggrieved passenger rose, and, putting his head out of the window, vociferously demanded the guard. The newcomer saw his opportunity, and quietly slipped into the corner seat.

"One over the number," said the newcomer to the guard coolly.

"You must come out, sir, the train's going on," and without waiting for further explanation, the guard pulled out the aggrieved passenger, who was left wildly gesticulating on the platform."

A Scientific Order.

Scientist (in restaurant)—Bring me a decoction of burnt peas, sweetened with glucose and lightened with chalk and water.

Waiter (vociferously)—Coffee for one.—*Chatter*.

MENTIONS

The Secretary of Division No. 199 wants to hear from Bros. O. P. Godfrey and W. H. McLaughlin.

Brother Blount, Secretary of Division 77, would like to hear of, or from, Brother Chas. Coregdon and F. M. Tullis.

Bro. A. B. Garretson, of Division No. 53, who succeeded Bro. Clark, as G. S. C. is at this writing making the general office a visit.

Otis Aldrich, late member of Division No. 54, has resigned his position as conductor on the L. I. R'y, and will open a hotel at New Rochelle, N. Y.

Bro. A. D. Maxon, who was so seriously injured in an accident nearly two months ago, is just able to be about, and made us a pleasant visit a few days ago.

Brother L. P. Steims, of Division 8, was particularly anxious that all members of the Grand Division should enjoy their stay in Rochester. Are we right, L. P.

Past Grand Chief Conductor Wheaton handed the gavel to Bro. Clark, Grand Chief Conductor, Tuesday afternoon, June 10th, and departed for the east the same evening.

Brother R. J. Shekelton, of Division 42, is attending to Brother Belknap during his illness, having taken a leave of absence from the service of the B. C. R. & N. R'y Co., to enable him to do so.

The next number of THE CONDUCTOR will contain the new laws governing the Benefit Department, which go into effect January 1st 1891. It was impossible to get them in type for this number.

One member of the Order went to Rochester charged with a pleasing mission, it being no less than that of presenting to the Grand Division, in

behalf of Mrs. Jennie Lapping, a beautifully embroidered emblematic banner. Hank says he did it Wells he could, but he don't think anyone could have did the subject justice.

A communication from Division 177 comes too late for insertion, but from it we learn that Bro. Foster of that division is contemplating a trip to Denver, and will spend a portion of the summer there.

New England was not only the birth-place of American liberty, but is, judging by the brays of F. A. Hermance, of New Haven, the birth-place of a full-blooded American ass.—*Railway News Reporter.*

We are glad to note the reinstatement of three good members of the Order, to their trains: Bro. Staiger, of the Peninsula Division of the C. & N. W., and Brothers Newton and Winslow, of the L. S. & M. S.

From a letter from "A Conductor's Wife," which either started "behind time," or was "laid out" on the road, we learn, that Division 47 is in a flourishing condition, and that conductors Bonter and Tucker are back on their old runs again.

J. M. Chase-d the Texas delegation to Rochester, so he says, and now reports that he is home chasing cars again, and that on his arrival, a brass band chased him home, but that he will be on hand, the same old Chase next year, at St. Louis.

The Rome, Watertown & Ogdensburg has paid the judgments and costs secured against them by the ex-conductors, Samuel Bull and L. O. Rand. In the former case \$296.29 was paid, and in the latter \$293.69.—*Rochester Democrat and Chronicle.*

A little man can sometimes Cutter pretty wide swath as has been demonstrated on different occasions. No one in Rochester was happier than Albert, when engaged in showing delegates where

he dipped water out of the canal to make mud pies thirty years ago, and if every one that saw him there didn't think he owned the town, it wasn't his fault, for he acted as if he did and wanted every one to know it.

* *

Brother H. Celleyham, Jr., of Division 222; Geo. M. Cole, of Division 42; Mead, of Division 60 and Capen and Hartman, of Division 58, were all welcome callers at the general office during the past week.

* *

Brother J. D. Shults, Grand Junior Conductor, has been quite sick since the close of the Grand Division, but it is reported that he will be able to return to duty on the N. Y. C. & H. R. R. R. in a few days. Guess the "Cane" was too heavy for him.

* *

Mr. A. J. Penn, stenographer in the office of the G. S. & T., is the happy "papa" of a bouncing boy, who came to him on June 4th, the first anniversary of his wedding. It is hoped that "slips of the Penn" will be overlooked for a little while until he gets used to the new order of business.

* *

The Board of Directors are in the city in attendance upon the annual meeting. Members present: E. E. Clark, Grand Chief Conductor; C. H. Wilkins, Assistant Grand Chief Conductor; Wm. P. Daniels, Grand Secretary and Treasurer; H. Evans, M. Clancy and R. E. Fitzgerald, of the Executive Committee, and C. E. Weisz and Sam'l Phipps, of the Insurance Committee.

* *

Another old resider visiting the scenes of youth was Bro. Greer, and everything was lovely except when Levi and Albert differed slightly on some reminiscence, when there was likely to be trouble; we say likely to be, because people who don't know them would think so. It is still unsettled as to who first played tag where the Powers building now stands.

* *

Among the "braves" who journeyed to Rochester in full war paint, and with scalp-knives newly sharpened, there were many chiefs, and among the latter was "Man-not-afraid-of-himself." After the fray, this big injun went over to Knickerbocker-town to get some war paint. He induced Watkins to order the paint in the shape of a supper, but when the "charge" came, the red man was well nigh conquered.

* *

One of the welcome visitors at Rochester, was Brother H. H. Moran, erstwhile a conductor on the Mex. Cent. R'y, still a member of Division

159, and now located in New York City, engaged in introducing the Cactus Blood Cure, and Bro. Moran himself is a tangible example of the efficacy of this medicine, it having completely cured him of a bad case of cancer. Brother Moran asserts, that if any member of the Order will try one bottle of the Cure he will continue to take Mor-an more of it.

* *

The following from a Buffalo, N. Y. paper of recent date refers to Bro. C. M. Bryant, of Buffalo Division No. 2.

Mr. C. M. Bryant, formerly proprietor of the New Continental, has, in company with Mr. W. C. Bryant, of Conneaut, O., bought the Empire House at Akron, O. Mr. Bryant is well known to the traveling public from his connection with the Nickle Plate, and his management of the New Continental shows that he can run a first-class house.

* *

By referring to a late issue of the *Rochester Democrat and Chronicle*, we learn, that Brother A. H. Smith, of Division 8, conductor on the Charlotte branch of the New York Central R'y., has taken a leave of absence for several months, or during the summer season; as travel is very heavy on that branch during the summer, we think Henry is to be congratulated that his standing with his company enables him to obtain a "lay off" at this time.

* *

We are pleased to advise our readers that the matters of difference between the Union Pacific R'y and the employes, have been settled satisfactorily to all, the brakeman, baggagemen and conductors having been granted nearly all that was asked by them. Want of space prevents our giving the Mo. River Div. schedule in full. The members of the committee speak highly of Bro. Clark in connection with the settlement, and THE CONDUCTOR is in a position to know that what they say is correct.

* *

The Railway Service Gazette, with less influence than a last years almanac, is using every means in its power to injure the Order of Railway Conductors. There are but few persons in the railway service to-day who are not acquainted with the past history of the "Majah," or his connections for one short year with the Order. His rabid mouthings are presumably in the interest of the Brotherhood of Railway Conductors, an organization which he is using to pull his well roasted chestnuts from the fire. Nothing that he can print will injure the Order, and that is one pleasure of being a member of the O. R. C. The "Majah" will never be a member, and it is doubtful if he will ever wear the monogram pin again. —*Railway News Reporter*.



Alonzo E. Hutchinson, a switchman, was arrested at St. Louis, Mo., June, 5, on a charge of being leader of a gang of six railroad men who have been systematically robbing freight cars of Denver & Rio Grande railroad at Salida, Colo., for months past. Two other arrests have been made at Salida. The goods stolen are said to be in silks, boots, shoes, notions, etc., and the value is alleged to be over \$50,000.

* *

The annual meeting of the Railway Yardmasters' association was held at Kansas City, Mo., June 11, with about 40 delegates in attendance. The report of the secretary showed the association to be in a flourishing condition. Mr. J. Q. Hicks, of Indianapolis, Ind., was re-elected president, Mr. J. T. Robinson, of Chicago, vice-president and Mr. R. F. Marshall, of Cincinnati, Ohio, secretary. It was voted to hold the next annual meeting in Toledo, Ohio.

* *

The *Locomotive Fireman's Magazine* estimates the membership of the various railway orders as follows: Brotherhood of Locomotive Engineers 20,000, Brotherhood of Locomotive Firemen 18,000, Brotherhood of Railway Trainmen 16,000, Switchmen's Mutual Aid Association 6,000, Brotherhood of Railway Conductors 2,000. Of these all but the first named are members of the Federation, thus giving that body a membership of 42,000. The Order of Railway conductors, before the Rochester convention, estimated their membership at 20,000.

* *

A passenger train on the Northern Pacific was robbed by four masked men near Salem, N. Dak., June 7. Two of the men covered the engineer and fireman with revolvers and compelled them to stop while the other two uncoupled coaches from the rest of the train. The engineer was then made to run ahead some distance with the postal, baggage and express. The postal car

was first robbed and about \$500 was secured from registered letters. The express car was next broken open, but nothing of value was secured, as the messenger had covered the safe containing \$2,000 with a mattress and vacated the car before the robbers made their entrance. The mattress concealed the safe so that the highwaymen did not see it and they left in disgust. The U. S. postal department has offered a reward of \$1,000 each for the arrest and conviction of the guilty parties.

* *

Much dissatisfaction was caused among the engineers, firemen, conductors and trainmen on the Central Georgia road by the recent issuance of a circular containing 21 questions pertaining to the past records of the men, which were to be answered and signed. One of the exactions of the circular was, that the employes were to abstain from the use of intoxicating liquors and keep away from places where liquor is sold. A strike was threatened and Chief Engineer Arthur of the Brotherhood of Locomotive Engineers was called to settle the trouble. A compromise was effected by the withdrawal of the circular and the substitution of a new contract which is satisfactory to all parties. The Brotherhood of Locomotive Engineers agrees to assist the officials of the road in keeping incompetent men out of its service, and to furnish all information possible about an employee when called upon by the road.

* *

The state railroad commissioners in their recent convention were almost unanimous in calling upon congress to take action in the direction of compelling the railways to adopt automatic car couplers and train brakes, and some of the states have already legislated to the same effect. While the desirability and importance of having the entire railway equipment of the country substantially uniform in these respects is admitted by railway men, they appreciate better than the general public possibly can, the vastness of the work

and expenditure which the accomplishment of this result means, and it is to be hoped that railroad commissioners and others will give due consideration to the necessity of time for completing the desired improvements. The number of freight cars in the United States is already over 1,000,000, of which only a very small fraction have thus far been provided either with standard couplers or air brakes. It would be physically impossible to complete within any brief period the re-equipment of these cars, and the new equipment of the many thousands which are every year being built. One railway manager expresses the opinion that it would take ten years to equip all the rolling stock and would cost at least \$150,000,000. The railways are generally acting as rapidly as practicable in introducing the approved appliances, and it would be a great injustice and unwisdom to attempt to force the reform too rapidly. To undertake, as has been proposed in some states, to compel the equipment of all cars with automatic couplers within a year or two would be folly, looking at it from a mechanical standpoint, and would place upon the railways a financial burden which none of them could well endure, and which for not a few would mean bankruptcy.

—*Railway Age.*

Railways Entitled to Some Gratitude.

The liabilities of the railroad system of this country are \$10,000,000,000. They paid out in dividends \$1,000,000,000 last year. They carry annually one-half a billion of passengers with a very small percentage of accidents. They have increased their facilities at a ratio one-third greater than the increase of population. More than one-tenth of the entire population of the country live directly or indirectly by railroads, yet, in spite of these facts, which cannot be contravened, there is ever to be found rampant antagonism to railway interests. In New Orleans the antagonism amounts to folly. One does not require to be a political economist to arrive at the conclusion that the benefits this city receive directly or indirectly from the several lines of road running into it are indeed very great.

The idea has been deep sown and taken good root that railroad companies are the legitimate prey of any one who can make them disgorge. When an untoward accident occurs that is detrimental to a railroad company's interest, such as was that which occurred on the Illinois Central line, whereby its travel has been stayed, instead of awakening public sympathy and regret, a feeling seems to be prevalent that no evil could be too great that would lessen the dividends. But

of course they are not stockholders who harbor such feelings. It cannot be denied that the several railroad companies, whose roads run through the sections of country that has either been inundated or threatened by that dire misfortune, have done all in their power to counteract the ravages of the flood. The work performed by the Illinois Central Company and the Mississippi Valley Company has been of a nature so gigantic as to almost exceed belief. The companies not only recognized the fact that they had the selfish motive of guarding their property from total destruction, but also were aware that they are, in the true sense of the term, the public's servants, and that, being so, it was incumbent on them to do all they could to give their masters good service by not permitting transit to be hindered. To that end the companies not only labored to secure their lines from destruction, but also when a stoppage occurred at once formulated plans by which the public's convenience was not one bit retarded, either in personal travel or in the transportation of merchandise. The railroad companies are only the public's servants—they fully recognize that fact, and are willing to do servants' work. Both servants and slaves have rights—and surely one of those rights is respect. The officials of the several companies whose termini are in New Orleans, from the president down to the man holding the most subordinate position, are worthy of our respect, for they at all times are willing and anxious to do what they can to promote the comfort and to evince courtesy to their patrons—the general public. No better proof of this statement could possibly be adduced than what occurred recently, when the excursion train on the Illinois Central was belated at Manchac. The officials of the road at once did all in their power to assist the excursionists, supplying those short of money with that necessary evil, and doing everything that could be thought of to promote the comfort of the travelers and assuage their anxiety. Certainly it was their duty to do so. It is pleasing to think that there were those who recognized the railroad officials' desire to serve them, as the letter of thanks published in the papers showed. The public did doubtless suffer inconvenience—great inconvenience—but the railroad company was not to blame. The misadventure was caused by Him who is more powerful than all the railroad corporations on earth.—*New Orleans Evening News.*

An Open Drawbridge.—A Suggestion.

A distressing drawbridge accident is reported from California, where a train ran into an open draw, the engine and one car going down, and

drowning fourteen people. Means have been devised by which such accidents as this are made practically impossible, and it is incredible that the management of any railroad having a drawbridge in the line, can be unaware that means exist for making that bridge as safe as any bridge of any description can be.

Not enough of the details concerning this accident are at hand to enable us to specify just the particular point at which failure took place in the operation of such protective devices as were in use there, but it is quite certain that the best of such devices were not in use, or the accident could not have occurred.

According to the press dispatches, passenger trains go over this bridge every half hour during the day, and the man in charge of it was supposed to raise a red flag on a pole above the bridge, as a signal that the draw was open.

This, if it was all the protection afforded, was entirely inadequate. A signal, intended to indicate to a locomotive engineer that a draw is open, should not be upon the bridge, but at a distance from it, sufficient to enable the heaviest trains to be stopped between it and the bridge. Thus the danger of failure to see the signal until too late, on account of fog or other obstructions, is avoided. Then the proper setting of the signal should not depend upon the bridge tender, but it should be automatic—so arranged as to make it impossible to open the bridge without first setting the signal at danger.

This may be, and usually is accomplished by arranging so that the levers which unlock the rails preparatory to opening the bridge, has also set the signal at the same time.

Another very good practice is, to require all trains to come to a full stop at some distance from a draw, no matter how the signals may be set; but sometimes, when a locomotive engineer undertakes to stop, he finds that, for some reason he cannot do so, and that for the time being the engine is out of his control. Nothing will then avail to avert a serious and probably terribly fatal accident, except a derailing switch. This is the last resort when all else fails, and as it will certainly prevent any train from going into an open draw, every such bridge should be provided with them.

We do not thus specify the various means by which drawbridges may be made safe for the information of railroad men, for there is no need of it; every railroad man worthy of the name knows all about them. Our object in detailing them is, that we may do our part in educating the public—unfamiliar with such matters—to know that means are available by which it may be protected from such accidents, and that, when such acci-

dents happen, some one is directly responsible for them, and for the loss of life attending them.

When the public fully understands to what extent such accidents as this and others which occur on railroads are preventable, the responsibility for them can be fixed, and some one made to feel the weight of it, and any one who knows how they can be prevented, and fails to raise his voice in protest against their needless repetition, fails to perform a plain duty. An improperly protected drawbridge in a railway line is nothing more nor less than a death trap, and the first condition imposed for the use of such bridges should be that every known appliance for rendering them safe should be applied.

In this connection it has occurred to us that there is a large field of useful employment for the various organizations of railway employees. Their members are interested in securing the universal adoption of safety appliances more than any other body of citizens, while at the same time they are in position to, and do possess a better knowledge of the defects of the bad and the advantages of the good devices, than any others. They already possess the organization, through which accurate knowledge of the condition of every road can be known, and influence brought to bear in the direction of correcting deficiencies. We can think of no new direction in which their power and energy could be exerted, that would be productive of more good, or would more certainly secure for them the friendship of the public, than to have it known that they had taken an active part in lessening the number of fatal accidents to travelers, by securing the adoption and use of the best appliances. While there may be good reasons why such organizations should not take part in such work, we can think of none, and the matter is at least worthy of attention.—*American Machinist.*

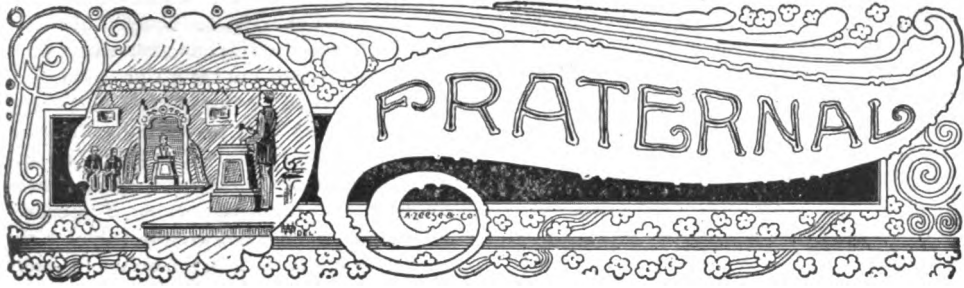
In our next number we shall give the text of Senator Cullom's bill on safety appliances.

* *

AGENT WANTED. Do you want to make money? Is so, sell our choice Nursery stock. Write us for terms. MAY BROTHERS, Nurserymen, Rochester, N. Y.

* *

In answer to numerous inquiries, we would say that two divisions of the Order, viz: 198 at Springfield, Mass., and 201 at New Haven, Conn., have resolved themselves into the "Association of Railway Conductors," as near as we can learn from news paper reports. It is more than probable that these reports are true and that these divisions have thus dishonorably carried out the resolution formed some time prior to the meeting of the Grand Division, when they declared that if they did not succeed in ruling the Order they would endeavor to ruin it. As we have said elsewhere, if these men had complied with the laws they have all sworn to obey, left the Order honorably and then endeavored to organize an opposition. THE CONDUCTOR would have had no complaint to make. The result of the "crusade" on the line of the C. B. & Q., has been that every division with the possible exception of 21 at Creston, will remain with the Order. We do not believe that 21 will leave, and know that others will not. In Bro. Cross' own division, the vote was almost unanimous against leaving the Order.



Found Dead.

YOUNG ARTHUR ECKMAN'S DEAD BODY FOUND BY
• THE ROADSIDE.

[From Houston Post, May 19th.]

GALVESTON, Texas, May 18.—This afternoon Alexander Kenneth, while out driving with some little girls, discovered a dead body lying south of the fair grounds, in a copse of coffee bushes at the foot of the sand hills. He reported the fact to the police, and conducted them to the place, and upon examination the body was identified as that of young Arthur Eckman, aged 16 years, of Richmond, Texas. Young Eckman, who was attending the West avenue K school, left Mrs. Branch's where he was stopping, for a ride last Friday evening. Not returning that night or the next day Mrs. Branch became alarmed and notified his parents at Richmond of Arthur's disappearance. Lee Eckman, an elder brother, arrived to-day to look for him, assisted by Dr. Gibson and Mr. Clem Bassett. When the body was discovered it was lying face downward some feet away with his hands clasped underneath his forehead. It was very much decomposed, but was recognized by Dr. Gibson and Mr. Bassett, and when Mrs. Branch was shown his hat and handkerchief, she said they belonged to young Eckman. There was no mark of violence on the body, and the supposition is that young Eckman was suddenly taken ill, dismounted from his pony tied him to the coffee bushes and crawled beneath them and laid down in the position he was found and died. The bridle of the pony was found on the bushes, but the animal is still missing. Young Eckman was a member of one of the oldest and most respectable families of Richmond and was a bright and promising boy, whose sudden and mysterious death will be a severe blow to his family. His remains will be taken to Richmond in the morning for interment.

[Mr. Eckman was a brother of J. W. Eckman, a worthy member of Div. No. 105, who has our sympathy in his afflictions.—Ed.]

May 22, 1890.

Editor Railway Conductor.

DEAR SIR:—I am greatly interested in those letters about "*Sunday Work*" and would like to add my mite. Most of the States in the Union have laws for the protection of the Sabbath and this has obviously grown out of the conviction of all intelligent legislators, that a holy day of rest, and the public worship of God "are", (as the statutes of Vermont so well express) "in the highest degree promotive of the peace, happiness, and prosperity of a people."

Learned men have abundantly shown (particularly in a recent examination before the British House of Commons,) that the horse and ox live longer, perform a greater amount of service, and are every way more valuable to their owners, when allowed to rest one day in seven.

Careful examination at a public institution in London, employing above two thousand laborers proved that more work was performed in a year, when the Sabbath was faithfully kept than during the same amount of time when the men were required to labor every day.

A large Company in London after having decided to allow their men the Sabbath, were surprised at the end of the year to find that their receipts had greatly *increased*. This they thought must be because the men were more "honest" since the abolition of Sunday work.

Planters in the West Indies not many years since worked their Slaves on the Sabbath till they became satisfied that this practice was a pecuniary loss to them. It produced enfeebled constitutions and premature death.

The Sabbath is one of the strongest safeguards of virtuous principle in the young, while on the other hand it is well known, that children rarely honor their parents, or prove a blessing to their old age unless taught to honor the Sabbath.

Sabbath breaking leaves the mind to be filled with dark and dangerous errors in regard to God and religion. This sin often leads men into

scepticism and in many ways tends to instability of character.

Sabbath breakers are generally found among the foul-mouthed and profane, and it is believed that very few persons ever become licentious or drunken until they are accustomed to desecrate the Lord's day.

A gentleman in New York says those merchants of his acquaintance who kept their counting rooms open on the Sabbath have failed with scarcely an exception.

History most clearly proves that every nation and community has been prospered while it honored God's Sabbath, and that social order and the supremacy of the law have not been maintained where the Sabbath has been trampled on.

France attempted to destroy the Lord's day by public enactment, but brought such scenes of bloodshed and horror upon itself, in consequence, that the Infidel authorities were compelled to restore the fourth Commandment and institute religious worship to save the Metropolis and Kingdom from utter desolation.

Brothers, as you prize your liberties be entreated to lend your whole influence in favor of the Christian Sabbath. Civil freedom and national prosperity cannot exist without it. Our children cannot be trained in the fear of the Lord, nor can we have good hope of leaving them with fixed moral principles that shall carry them honorably through life.

To those in authority; Be entreated to require your workmen, your mills, your boats, your shops and your ledgers to rest on the Sabbath. You will gain nothing substantial by violating this law of your country and your God. By desecrating the Lord's day, you peril everything that can be dear.

Finally, to every dying reader, will you not henceforth "Remember the Sabbath day to keep it holy"! It is an institution rich in mercy and blessing. O, turn not away from it, thrust not from you its sacred influences lest its slighted privileges weigh you down in deep anguish and woe at the last.

But love the Sabbath-day, receive it with gratitude, with gladness as the type and earnest of that Sabbath, sweet, unending glorious, which shall be to the children of God.

OPERATOR.

BRATTLEBORO, Vt., June 1, 1890.

To Editor Railway Conductor:

Are the returns all in? Whether they are or are not, I suppose I may be allowed to say a few words in reply to my Christian opponents. When the question of running Sunday trains was brought

up for discussion, I had no idea that the Brothers and Sisters would be quite so "touchy" about it. One good-meaning sister, signing herself "A Conductor's Wife," in No. 8 of the RAILWAY CONDUCTOR, says, "How sad it made us feel to read Brother Severance's letter against the Christian Sabbath." To enter into the details of that subject would require more time and space than is usually allotted correspondents, but if "Conductor's Wife" will give me her address I think I can soon convince her that she is somewhat in error. She says, by way of argument, "I have never yet heard of a Christian man being discharged." I can give her the names of several, if she wishes, men, too, who were very devout Christians. Being a Christian is no safe-guard against dismissal by railroad corporations, by any manner of means.

Our good Sister admits that she started on her journey on the Sabbath (probably she means Sunday) last year, when the conductors had their excursion from Denver to Salt Lake City, and that not an accident occurred to mar the pleasure of the occasion; also, that the next Sabbath was spent in sight-seeing in that city. According to her own testimony no harm resulted from doing so wicked (?) a thing.

In closing her remarks she reverently quotes what is undoubtedly correct so far as the origin of the Sabbath is concerned. She says: "And God blessed the Sabbath day, and sanctified it." I would respectfully call the Sister's attention to the fact, however, that she is mistaken, for the passage quoted by her reads the "seventh" day, and not Sabbath. To further strengthen her position she adds the following: "Ye shall keep my Sabbaths, and reverence my sanctuary." Why does not "A Conductor's Wife" be consistent, then, and practice what she so warmly espouses. "Six days shall work be done, but the seventh day (Saturday) is the Sabbath of rest, a holy day of convocation."—Lev. 23-3. Again: "And on the seventh day God ended his work which he had made, and he rested on the seventh day."—Gen. 2-2. "And God blessed the seventh day, and sanctified it."—Gen. 2-3. What more evidence, taking the Sister on her own grounds, is needed to prove that Saturday, and *not* Sunday, is the day set apart by God, not man, for rest and worship?

As usual, my Brother Martyn, of Division 80, is color blind, and cannot distinguish the difference between the Sabbath of the old testament and the Sunday of the new. Like the rest of my disputants, he ignores the cold fact that the Sabbath of the bible was established by God, and that Sunday is a man-made institution of more recent date. His bible sustains me in the assertion that he places man above his Creator, when he

insists on recognizing Sunday instead of the Sabbath as a day of rest and worship. Deny it if he can! If he and all other Christians, who believe as he does, wish to even *appear* consistent, they should keep the Sabbath at the time and in the manner commanded in the old testament, or not keep it at all. Those who keep Sunday as the Sabbath are complying not with the commands of God, but legal enactments made by men. If the Sabbath is obligatory, it must be kept at the time and in the manner commanded by God.

To Brother Martyn and the rest of my opponents, I wish to say, that I am not combatting the idea of one day out of seven as a day of rest. It is the idea that one day is *any better* than another for that purpose, that I am opposed to. I repeat, that the Sabbath or Sunday, whichever he may choose to call it, is no better than any other day in the week, for all days are alike in that respect, and I challenge him to prove it to the contrary. When my friendly opponent says he thinks *numbers* count for something in deciding this all-important question, he simply voices the sentiments of kings and tyrants who are kept in power by their dupes. Because a majority *think* so and so, does not make it so, any more than "Might makes right." The world will never submit to ecclesiastical oppression in the shape of such a measure as the Blair bill contains.

M. SEVERANCE.

MACON, Ga., May 27, 1890.

Editor Railway Conductor:

DEAR BROTHER: Some six months ago Division No. 123 appointed me as their correspondent. Having seen no communication, though I have written three, my Brothers think me negligent, and that you should hear from us. Each Brother feels proud of No. 123, and happy to report that our Order is progressing. We have received some good workers, and every meeting we have the pleasure of welcoming some one. Am happy to report harmony, peace and good will toward one another. What a pleasure? And, what can be more beautiful than true friendship, peace and brotherly love, unless it is that each would love and serve the Author of love. I trust the day will soon come when every Brother of 123 will love and follow Him who loves them. We would not be selfish, but include every one in our prayer that belongs to our noble band. What a beautiful spectacle even for the Angels of Heaven to witness.

We have had to part with some good Brothers, but not by the mighty hand of death, for our Heavenly Father has been so good, so kind, and so watchful over our division, but by transfers. It was hard for us to give up our true, tried and

faithful Secretary, Brother J. T. Johnson, who was appointed yardmaster at Columbus, Ga. We were at a loss to find one to fill his place. The mantle fell upon our worthy, highly esteemed and ever watchful Brother, J. G. Visscher, who has proved equal to the emergency and is ever on the alert for the good of the Order.

I see a good deal is being written about desecrating the Sabbath by running trains on Sunday. Why do not the O. R. C. set the example, for how many divisions of our noble Order hold their meetings on one of the six days that belong to us instead of taking the seventh which we have no right to, and that belongs to God. Let us first, pull out the mote in our own eye. Let the O. R. C. get right, and then by our example and influence be enabled to lead our officials to remember the Sabbath.

I remain, yours fraternally,

GEORGIA.

He Squelched the Young M. D.

For many years he had been the sole dispenser of pills in town, but in the height of his fame, a rival, in the shape of an immature fledgling from a medical school, appeared on the scene. The young chap had just received his diploma and was one of those perambulatory encyclopædias of universal knowledge that one often sees in these days of liberal education.

The old doctor paid no attention to the young aspirant for medical fame. One day, however, the two were brought together at consultation, and on this occasion the young M. D. essayed to squelch the old man with his preponderosity of knowledge. He accordingly began to rattle off Latin phrases and French idioms in a manner that startled the old man.

"Yes," mused the old doctor, meditatively, as he rubbed his chin, "that's so, that's so. But what do you think of a cataplasm for this case?"

"A—a what?" ejaculated the new doctor, completely dumbfounded.

"A cataplasm," was the reply.

"Well, I am not familiar with that mode of treatment, though I've seen it advertised. It's something new, isn't it?"

"New? Great heavens, no!" exclaimed the old physician, thoroughly enjoying the joke. "A cataplasm means simply a poultice. It always has meant a poultice and probably always will."

The young doctor straightway subsided.—*Leviston Journal*.

Venus now rises at a quarter before seven in the morning. She evidently allows Apollo to get up and build the fire.



Carriers of Passengers—Negligence—Direction of Conductor.

Action for damages on account of personal injuries. From a judgment of \$10 000 defendant appealed. Where a passenger aged 67, and in good health, was directed by the conductor of the train to get off of said train before reaching his station, the evidence showing that his duties required haste upon his part, the train, a freight carrying passengers, not yet having moved up far enough, hence he hastened on beside the train, but soon came to a bridge, to cross which he had to mount a flat car, as did also another passenger. Reaching the front of the car, and being anxious lest the train might start, he having first examined the ground, jumped from the coupling outward, with one hand on the car in front, and on landing broke his leg.

Held, That it was for the jury to determine whether defendant's wrongful act was the proximate cause of the injury. Judgment reversed and cause remanded for a new trial.

Adams vs. Missouri Pac. R'y Co., Mo. S. C., March 22d, 1890.

NOTE:—It was contended that his contract was that he should be safely carried to his place of destination; that having related his necessity for haste to the conductor and the latter directing him to leave the car and walk up to the station gave him license to do so and this direction was the approximate cause of the injury resulting. For the reason that this question was taken from the jury, the cause is reversed and remanded.

Ejecting Passenger—Payment of Fare—Ordinary Ticket.

Action for damages on account of being ejected from defendant's train. Plaintiff bought his ticket at B., entitling him to transportation from B. to H. It was an ordinary unlimited ticket. Plaintiff rode to A., an intermediate station, got off, and after transacting some business resumed his journey by the next train. The conductor of the second train inspected his ticket, and told him it was punched to H. and he must pay the fare from A. to H., or be put off the train. Plaintiff protested that he had paid his fare to H., and had not ridden beyond A. on the ticket, and claimed the right to be carried the rest of the way. The conductor told him he should put him off at

(M.) and left him. When the train stopped at M. plaintiff left the train and went into the ticket office and applied for a ticket from M. to H., which was sold to him in the presence of the conductor, who declared to the plaintiff and ticket agent that he would not accept the new ticket unless the plaintiff also paid the fare from A. to M. The plaintiff resumed his seat in the train, and soon after the train started the conductor came to him and upon the tender of the new ticket he refused to accept it unless it be accompanied with the fare from A. to M. This was refused and the conductor stopped the train and ejected him.

Held, 1. That plaintiff's ticket was evidence that defendant had contracted to convey him from B. to H. by passenger train which stopped at the latter station. The contract was not limited by its terms to the day on which the ticket was purchased, nor to the train by which the journey was commenced. And where, under a rule for punching tickets, conductors are directed to make endorsement on the ticket only in case the stop-over is to be made between "punching stations," and where plaintiff had no knowledge that A. was not a "punching station," and there being no evidence that the ticket had been used beyond A., as between the conductor and the company, it was the duty of the conductor to give the mark on the ticket an arbitrary significance, but to do so was at the company's risk, and violated the rights of the passenger thereby rendering the company liable.

2. That where the plaintiff had committed no breach of the peace, nor created any disturbance, nor been a trespasser, nor owing defendant anything, having once paid his fare to H., voluntarily left the train at M. and purchased a new ticket, which was evidence of a new contract, the conductor having no authority to forbid him to make it, and for such refusal and ejection the company is liable.

Ward vs. New York Cent. R'y Co., N. Y. S. C., April 11th, 1890.

NOTE:—This is a very interesting decision involving the rights of both carrier and passenger. The fare between A. and M. was alleged by the company to be due from plaintiff. The conductor had a right, says the court, to follow his instructions regarding the marks on the ticket, but when such a rule interferes with the right of a passenger the company must bear the consequences. Very interesting decisions on this question may be reviewed by reference to *Terry vs. R'y Co.*, 13 Hun. 359; *Kelsey vs. R'y Co.*, 28 Hun. 460; *Elmore vs. Sands*, 54 N. Y. 512; *Beebe vs. Ayers*, 27 Barb. 275.



*To the Friends of the Late Mrs. A. L. Carey of
Fargo, N. D.*

O, Death, why dost thou ever take
The fairest we have here?
Why dost thou wrest from the tender heart
The ones I hold most dear?
Why dost thou ever seek to rend
The sacred, holy ties
That make the home where love abides
An earthly paradise?

Was there no homeless, friendless one,
No weary, aching breast,
That would be free from toil and strife,
That longed and sighed for rest?
Could'st thou not find some wanderer
With no love ties to bind,
Whose loss would leave no aching void,
No breaking hearts behind?

O, hearts, with fresh wounds bleeding,
Eyes, dim with tears of woe,
O, lips, quivering with anguish
That only the stricken know;
List! through the hush of eventide,
Like leaves by the night wind stirred,
Tenderly whispering words of peace
A loving voice is heard.

"'Tis only the bird with the drooping wing
That early seeks its nest;
Only the weary storm-tossed soul
That sighs and pines for rest,
Only the eyes grown dim with tears
Look up for relief in prayer;
And we never long for heaven,
Till we have some loved one there."

JOSEPHINE BRINKERHOFF.
Spokane Falls, May 30, 1890.

Hall of Terre Haute Division No. 92, O. R. C.,
June 2d, 1890.

WHEREAS, It has pleased the Almighty God
in His infinite wisdom to remove from our midst,
after a long and severe illness, Miss Flora, the
beloved daughter of our worthy Secretary and
Treasurer, Brother John W. Caskey, therefore be it

Resolved, That we most deeply deplore the loss
sustained by our Brother and family, yet we bow
with resignation to the will of Him, who doeth
all things for the best.

Resolved, That we offer to our Brother and
family our sincere and heartfelt sympathy, in this,
their sad bereavement.

Resolved, That these resolutions be spread on
the minutes of the Division records, and a copy
be forwarded to the family and one sent to the
RAILWAY CONDUCTOR.

C. H. ARTHUR, }
HOWE HARDESTY, } Committee.
L. L. HELMER, }

VICKSBURG, Miss., June 2d, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: We are sad to chron-
icle the death of Brother James T. Schofield, a mem-
ber of Wayne Division 119, of Fort Wayne, Ind.,
which occurred in the Vicksburg yard on the night
of the 30th of May.

He had just returned from an extended visit
through the north and east, including the Grand
Convention at Rochester, and this was his first
trip since his return.

He had just signed his last order and his train
was pulling out of the yard, when himself and a
brakeman were thrown from the top of his caboose.
The brakeman caught on the draw head and was
saved, but Brother Schofield fell on the track,
and the caboose ran over him, killing him instantly.
This derailed the caboose, and soon a large crowd
gathered, bewailing the sad death and shedding
warm tears of sorrow and regret.

Alas, it was too late to offer any earthly assist-
ance and his body was taken charge of by some of
the brothers and transferred to the undertakers.
A message was sent to his wife informing her of
the accident, and was responded to by Brother G.
M. Dillon, C. C., of Bellevue, Ohio, Division 134,
requesting that his remains be forwarded to that
place. Brother M. N. McIlwain left here yester-
day with his remains, via the Queen and Crescent
route, and will offer condolence to Mrs. Schofield,
so far as it is in the power of the Order to do so.

His remains were escorted to the Q. & C. depot by Magnolia Commandary No. 2. Knight Templars and Division 231 O. R. C.; also, several employes of the Miss. Valley railroad.

We believe that the Grand Chief Conductor of the Universe is all wise, and that our loss is one more Brother consecrated to the grand order of God.

May his soul cross the dark river of eternity without a ruffle to disturb its voyage, and land safely in the realms of eternal love.

With steady mind thy course of duty run,
God never does, nor suffers to be done,
Aught but thyself would'st do, could'st thou
foresee,
The end of all events so well as He.

Look up, my soul! be like the lark,
That singing soars afar,
Theres n'er a cloud, however dark,
But veils a shining star.

Yours Truly in P. F.,
JOHN B. WHITE.
Division 231.

At a regular meeting of New Brunswick Division, No. 219, held in St. John, N. B., June 8th, 1890, it was resolved that

WHEREAS, It has pleased God in his all wise providence to remove from the family of Brother J. C. Costly his beloved daughter; therefore, be it

Resolved, That the heartfelt sympathy of the members of this division be extended to Brother Costly and his wife in their sorrow, and that a copy of these resolutions be sent to Brother Costly; also, the RAILWAY CONDUCTOR.

J. WADE,
JAMES MILLICAN, } Committee.
M. BURGESS,

Resolutions of Respect.

At a special meeting of Bellevue Division No. 134, Order of Railway Conductors, held June 3rd, 1890, the following resolutions were adopted in memory of our worthy brother James F. Schofield, a worthy brother of Division 119:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to permit death to enter the circle of Division 119 and remove from our

midst our worthy and beloved Brother, therefore, be it

Resolved, That in his death we feel as Brothers and members of the Order of Railway Conductors, that we have met with a loss that can never be repaired. Our Brother had endeared himself to us by his strict adherence to the principles of our Order, by the faithful discharge of his duties, by his pleasant and cheerful manner and his kindness and sympathy in distress and sorrow. Though his death was sudden, we may hope that his is perfect rest. We shall miss him in our division room, as he always met with us whenever it was possible to do so. We shall meet him no more on earth but we may hope to meet him in the presence of the Most High who doeth all things well. Our beloved Brother was killed in the strict performance of his duties. We extend to the bereaved widow and relatives our heartfelt sympathy in this their irreparable loss, but which we trust is his everlasting gain. We would say to them, be ye faithful unto the end, that in heaven you may meet the loved ones that have gone before. Also that our charter be draped in mourning for 30 days, that this resolution be put upon our division records, that it be published in each of our city papers and a copy sent to the stricken and bereaved widow and published in RAILWAY CONDUCTOR.

IN MEMORY OF OUR DEAR BROTHER JAMES F. SCHOFIELD.

Dearest Brother, thou hast left us,

Ere we breathed our last farewell,

Who can tell the grief and sorrow

That within our bosoms dwell.

Dearest Brother, now cold and silent,

Thou art resting in the grave,

While we weep thy happy spirit has flown away
to God who gave.

It is hard to part so sudden,

With that loved one so good and true;

But our Heavenly Father called him to his
happy home.

We must give thee up, dear Brother,

Whom we loved so long and well,

It is past, the hopes are blighted,

O, our loved one, fare thee well.

L. C. BROWN, S. & T.

Bellevue Div. No. 134, O. R. C.
Bellevue, O., June 4th, 1890.

THE RAILWAY CONDUCTOR.

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CEDAR RAPIDS, IA., JULY 1, 1890.

NO. 13.



EXTENSION FRONTS FOR LOCOMOTIVES.

Various smokestack and spark arresters for locomotives have been designed, but have failed to accomplish the purpose of preventing sparks from setting fire to objects along the line of the road, injuring the rolling stock and annoying the passengers. Among the various devices the extended smoke boxes, or extension fronts, as they are often called, were brought out. At first they were not as favorably received as they deserved to be; they were tried several times and then abandoned, but in late years their valuable features have been recognized, and extension fronts are now extensively used in different sections of this country. They undoubtedly have their enemies, but they have many more friends. That a few sparks will occasionally fly out of the stack on an extension front is true, and cannot be prevented so long as an opening for the escape of gases is required; but it is also true that the extension front retains the largest bulk of the sparks, cinders and unconsumed fuel, and carries them to a place where they can do no harm, instead of throwing them along the line of the road—the worst use they can be put to. The extra expense incurred for emptying the boxes at designated places should not be an objection, as it certainly amounts to much less than the

compensations paid for fires so often caused by the use of other devices.

In order to make the extension fronts work successfully they must be fitted perfectly air tight, otherwise the cinders will catch fire, warp the sheets and render the box useless. Neither should they be allowed to fill up too much, as then the sparks will be thrown out of the stack; also ample means should be provided for emptying the smoke boxes without opening the door in the front.

Although the primary object of the extension fronts is to retain the sparks it is often claimed that they save fuel; we believe that this claim could be substantiated by carefully conducted experiments. The strong blast in the short smoke box not only draws the sparks but also unconsumed fuel into the smoke box, and since there is no room in the short boxes to hold them, they have to be lifted bodily and thrown out of the stack, and this means an expenditure of work which the exhaust steam must supply. Again, this solid matter meets obstructions in the smokestack, such as the netting, cones, etc., against which it is violently thrown and broken up; this also requires work which must be furnished by the exhaust steam. Even the fact alone of having

obstructions to the passage of the exhaust steam must necessarily reduce the useful effect of the blast. Now, the extension front has generally a plain smokestack without any obstruction in it; the exhaust nozzles extend to above the netting in the smoke box, hence the exhaust steam has an unobstructed passage and will on this account lose little of its useful effect.

The cinders are held in the box, hence there is no work expended in lifting these and throwing them out of the stack; no work is required from the exhaust to break them up, hence it is reasonable to conclude that the exhaust steam in the extension front has less work to do than in the short box, and that in the extension front nearly the whole force of the exhaust steam is expended for its legitimate purpose, namely, creating the necessary forced draught. It is also reasonable to conclude that since the exhaust steam has less work to do the exhaust nozzle can be made and in fact is made larger in the extension front than in the smoke box. But enlarging the exhaust nozzle leads to other consequences—it reduces the back pressure in the cylinders and creates a milder draught so that lighter fires can be carried and more time given to combustion. In view of all these advantages we believe the claim of economy in fuel to be just.

But there is a possibility of over-estimating the economy of fuel with the use of the extension front. In the majority of cases a brick arch in the fire box is used in connection with the extension front; the brick arch tends to prevent unconsumed fuel from being drawn into the smoke box which also tends to save fuel and the amount saved by the brick arch and that saved by the extension front can only be determined by carefully conducted experiments.

That extension fronts have not given satisfaction in some cases cannot be denied, but we believe the cause to have been bad workmanship, faulty design or want of proper care when in operation. On the other hand many of our prominent roads are using them successfully and there are no signs of abandoning them. It is sometimes stated that the great capacity of the extension front is detrimental to the draught. Mr. D. K. Clark, in his treatise on railway machinery, recommends 3 cubic feet of capacity per square foot grate surface as the proper

proportion for a smoke box. Many extension fronts do not contain much more than that when empty, and when partly filled will probably contain less, hence not much trouble need be anticipated from the increased capacity.

Besides the advantages named, the use of the extension front also promotes the comfort of passengers and cleanliness. The passengers may keep the windows open with comparative comfort, and are not so liable to soil their hands in taking hold of hand rails when stepping off the car.—*Railway Age*.

A union meeting of the Brotherhood of Locomotive Engineers was held at New Haven, Conn., May 25, and was attended by about 1,000 engineers. Chief Engineer P. M. Arthur delivered a lengthy address, from which the following extract is taken:

Today we have 48,000 members. Twenty-five years ago the character of railroad men was not high. After a man becomes a member of our society he has got to behave himself or we will put him out. We have with us today two prominent railroad presidents and I am glad to see them, and I want to say something about strikes. There always will be differences between capital and labor. My idea of the best way to settle these differences is in the language of the bible: "Come let us reason together." [Applause.] When employers have been willing to meet us and discuss matters with us there never has been a strike and there never will be. There is no man invested in our order with authority to order a strike. Such authority is fatal. I hope the time will never come when any order will hesitate to strike if such action becomes necessary, but every means to avoid a strike should be adopted. I am opposed and always have been to our men forming alliances with other labor organizations. I attribute our success to our policy of minding our own business and keeping out of all other labor entanglements.

Mr. Arthur was followed by the Hon. Chauncey M. Depew, president of the New York Central, who spoke as follows:

I want to say at the outset and say it at the president of the New York Central & Hudson River railroad, I endorse the object of your order, the conduct of your order and I endorse all your chief has said today. I am here not so much for the pur-

pose of making a speech as to be here. I wanted also to say something in reference to the attitude of the officers and employes of railroad corporations. Presidents and all officers down to the errand boy draw their pay from the same treasury. All are dependent upon the directors for employment. Therefore all meet on a common level. If an officer of high degree, clothed with a little brief authority, seeks to oppress those under him, the hand of a higher authority should reach out and throttle him. Railroad men must learn to think in emergencies. Those who cannot do that cannot stay in the service. Railroad men are all important men, I care not whether he is an engineer or a baggage smasher. No man more than the railroad man must be temperate and true, and your order makes him so. It is not for me to say anything about federation. That is your affair. But I want to say that during my connection with the New York Central railroad there has not been a single matter with your brotherhood that has not been settled in five minutes. The question of capital and labor has been settled by your order in a truly admirable manner. In olden times when an engineer came to the president to state a grievance, the president immediately told him to go to a place where he would not need an overcoat. Those days have gone by. No laborer comes to my door with a grievance without securing an audience no matter who is in my office. The knock of an employe ought always to secure an entrance to the railroad officials' office. On several occasions I have had opportunities to exchange railroad for political life, but I refused, because I liked railroad life better. Engineers are the best paid men in the operating department of railroads, and they should be. My acquaintance with your order makes it possible for me to say that you are a noble body of men. May God prosper you until the last trump shall make us all brothers.

An address was also made by president Clark of the New York, New Haven & Hartford, who said that he endorsed the Brotherhood of Locomotive Engineers.

The Convenience of Foreign Coaches.

It has come to the knowledge of the police in England, France and Germany, says the New York Evening Sun, that organized bands of robbers, who make rail-

way carriages the field of their operations and use chloroform and other drugs to stupify their victims, are at work in those countries. It is believed that many of these daring and ingenious scoundrels are Americans. Sometimes they go provided with opium and chloroform. This is the ordinary *modus operandi*: The robber, who must be well dressed, enters into conversation in the carriage with a man whom he knows or suspects to have money or things of value on his person. He offers the intended victim some food or drink heavily drugged with opium. The victim, if he partakes of the kindly offered refreshment, soon falls into a deep sleep, and while in that condition is robbed. If he refuses as an experienced traveler would do, the robber pretends to fall asleep and waits until the other man really does so. Then he approaches him silently, holds a piece of parchment called a "stifler" before his mouth and the chloroform bottle under his nose. The robber usually leaves some money and all the jewelery on the victim's person. Sometimes he administers an overdose of chloroform and the traveler never awakes. In such cases, as the victim is found in possession of a certain amount of money and his jewelry, death is usually attributed by not overintelligent provincial authorities to natural causes.

M. Mace, the well known French detective, says that three such deaths occurred in one day on the same French railway. An English lady was recently chloroformed and outraged in a railway carriage in Germany. Hundreds of outrages in railway carriages have been recorded in European papers during the last few years. All England was stirred some years since by the crime of Lefroy, who shot an old merchant in a railway carriage in the heart of London, and whose guilt it was found difficult to establish. Another sensational case was that in which Miss Dickson charged Col. Valentine Baker of the British army with attempting to assault her in a railway carriage. Col. Baker was expelled from the army. There were many persons who believed him innocent and wished to have him reinstated in the army, but the queen was inexorable.

Many Americans will not understand how the outrages are possible. They would be impossible here, but the carriages on European railways are divided into compartments by partitions running

from one side of the carriage to the other. In the first-class carriages the partition is carried to the roof, so that the occupants of a compartment are isolated. In the third and second class carriages the partition is not carried to the roof, and communication is possible from one end of the carriage to the other. This, added to the fact that robbers do not look for victims in third-class carriages, has caused a great number of persons to ride third-class when alone who do not do so from necessity.

When a train is bound on a journey of any length the porters distribute the passengers so that there are not more than two or three in each first-class compartment. Of course that insures quiet and plenty of room. At night, if you are not in a sleeping carriage, it is not uncommon to find yourself the sole occupant of a compartment, but more common to have one fellow-passenger. It is not conducive to sound sleep to be alone, practically beyond the reach of all human aid, with a man whom you can hardly see, and who may be provided with a revolver, knife, life-preserver, chloroform, and opium. The partitions are so thickly padded that the loudest noises scarcely penetrate them. Railway companies are compelled by law to provide means of communication with the guard on trains going 25 miles without stopping. A button, which it is necessary to press in order to communicate with the guard, is placed high up on each side of the carriage. But communication can only be effected by the button on one side, according to the direction in which the train is going. A frightened man would probably press the wrong button, or he might find his fellow-passenger with a drawn revolver between himself and the right button.

The Anti-Strike Clause.

Since the close of the Grand Division much has been said and written of the action of that body in eliminating from the obligation all reference to the word strike. The claim is set up that the action taken was the direct result of the organization of another body of conductors. There is absolutely no truth in that claim, as it is a well known fact that the clause in question has been opposed for years by a large number of the ablest men in the Order, and, as in all cases, since the world was made, right has at last conquered.

There is no sense in any number of the men who are now in the minority leaving the organization because of the action on that important question, as the Order is bound to thrive and flourish like a Green Bay tree in spite of all opposition. Conductors generally are conservative, and there is, at this time, no more danger of a strike among them than there was before the clause was eliminated. There is one great satisfaction, however, and that is that an individual member of the organization, or any number of them, can quit work without violating any solemn pledge. It was not the intention of the majority, by whose votes the strike clause was made a thing of the past, to inaugurate a series of strikes. The Order, as a whole, will oppose that action in the future as in the past, and in so doing will do right. There is a growing sentiment against such action, and in a very few years strikes will cease altogether, and all grievances between employer and employes will be settled by arbitration.

While the question of federation is being discussed in nearly all sections of the country, the men on several systems in the west have virtually federated. This is especially true of the Union Pacific road, where a perfect understanding exists between all classes of labor. It is expected, of course, that some railway managers who see the beginning of the end, will oppose this step toward self-protection, but those who do might as well try to stem the current of the mighty father of waters. The action of the Reading and Burlington & Missouri officers in ordering their employes, who are members of the Order, to quit it or their situations, is a disgrace to civilization and our form of government. If the officers of those lines succeed in compelling their men to resign from the Order, their victory will be short lived, as there is a growing sentiment in these United States that the rights of its citizens must be protected against the grasping monopolies, who will find that in this case, at least, they have overreached themselves.—*Railway News Reporter.*

Train Dispatcher's Association of America.

The above-named association began its third annual convention at St. Louis Mo., June 10. President A. A. Zion of Indianapolis occupied the chair, and W. M. Eggleston of Louisville, who succeeded Mr. E. J. Peabody as secretary since the

last annual meeting, took the minutes of the proceedings. After an address of welcome by a member of the city council president Zion delivered his annual address, in which he referred to the prosperous condition and rapid growth of the association, which now has about 1,000 members. The first day was taken up with preliminaries, and the election of about 90 new members. The constitution provides that each new member must be accepted separately by ballot and the task of casting 90 ballots is a dry and tedious proceeding.

The committee on train rules submitted its report on Wednesday and the entire day was spent in the discussion of the report. The association is trying to formulate a set of rules for the dispatching of trains, which will be adopted by all the roads of the country. Each rule was taken up separately and considered carefully. An addition to rule 20 was made which provides that a new train must not be started from its originating point until the time table bearing its number goes into effect. Rule 21 was amended to call special attention by the time table to points where trains are to meet and pass.

Papers on the following subjects were read at Thursday's session.

C. M. Coomer, why train dispatchers should cultivate the fraternal spirit; H. Seward Miller, what should be the conditions as to the train service from which it could be determined which plan is preferable, viz: Train order signals normally at danger, or normally at safety. Mr. J. M. Host as to the conditions under which it would be preferable to permit yardmasters or other persons than train dispatchers to start trains, i. e., extras and sections, from terminals without orders from the train dispatcher; and the restrictions, if any, that should be observed in the matter of trains using the left hand track, on double track, without orders from the train dispatcher. Mr. J. E. Tilley, the conditions under which it would be preferable to not schedule freight trains, or at least not to schedule freight trains of one direction and run them as extras.—*Railway Age*.

A Spotter Confesses.

LIMA, MONT., April 22, 1890.—State of Montana, county of Beaverhead, Christopher James Lynch being by me first duly sworn on oath deposes and says: I was

born in Coughohochen, Montgomery county State of Pennsylvania, on the 25th day of December, A. D. 1865. My present occupation is an operative in the Pinkerton National Detective agency, with headquarters at Denver, Col., and I have been so employed since the 22d day of February, A. D. 1880.

I was to receive a compensation of thirteen (\$13.00) dollars per week and two (\$2.00) dollars per day as expenses. I was employed by C. K. Hibben, superintendent, with headquarters at Denver. I was given a set of instructions by Hibben, defining and setting forth what I was to do, and looked them over for a couple of days. I was to take a freight train, get number of engine and number of caboose, and make note of cash fares, when collected, where they got on and off. I got on a train at Silver Bow, Mont., and handed a cigar to the conductor and told him I was going to Dillon, Mont.; that I was traveling light; at the same time handed him two (2) silver half dollars telling the conductor I had a friend in Dillon, and if I could get to Dillon I would be on my feet. I made a written statement of my trip from Silver Bow to Dillon which I calculated to forward to headquarters at Denver, relating to receiving fares, but it is incorrect and false. I "blew" in eighty (80) dollars at "faro" in Butte, Mont., and I wanted to get even by making false reports against the conductors. I got on a train at Dillon, Mont.; conductor came to me; I asked the fare to Camas, Idaho; conductor said he only went to Spring Hill, and said the fare was \$2.45; I told him I was nearly out of "soap," but had a friend in Camas; could get help there. I offered him all the silver I had, viz: \$1.50. It was not all I had. He gave me 20 cents in change and told me to get off the train at Red Rock; when I got to Red Rock he called station; I stayed in car and he told me he would not carry me unless I paid fare. I then gave him 70 cents—all the silver I had. He told me it would only carry me to the second station and he put me off there. I rode from Dell to Spring Hill on a hand-car and wrote in my running book, "Cash to Spring Hill, now Lima, \$3.00," which entry was false and incorrect.

The foregoing statement of my trip from Silver Bow to Lima I make without fear, compulsion, duress or restraint, and without the hope of reward. I received \$250

as expenses since I went into the employ of the company. I sent my reports to J. R. Allen, a fictitious name for C. K. Hibben, I presume it is. I always made, in answer to questions put by train men, any kind of a statement to suit my fancy irrespective of the truth and facts. I never tried to dead-head my way before I made the trip from Silver Bow to Spring Hill.

I am about 5 feet 10 inches high, weigh about 150 pounds, light complexion, grey steel eyes, light blue. I turned my papers over to persons here freely and voluntarily and without compulsion.

Signed,

CHRISTOPHER JAMES LYNCH.

Witnessed before F. M. Sands, W. R. Shepherd and others.

Subscribed and sworn to before me this 23d day of March, A. D. 1890.

WEBSTER S. BARBOUR,
Notary Public.

I, W. S. Barbour, a notary public in and for Beaverhead county, State of Montana, do hereby certify that the foregoing is a true and correct copy of the original affidavit from which this copy was made by me. In witness whereof I have hereunto set my hand and seal this, the seventh (7th) day of April, A. D. 1890.

Hughitt and Pullman.

Years ago in their youth George M. Pullman and Marvin Hughitt were in the employ of the New York Central Railway company. Both were industrious and ambitious young fellows and both prospered. At this time Chauncey Vibbard was president or, at least he was the managing head of that great railway corporation. Pullman was in some subordinate capacity and Hughitt was a telegraph operator. Vibbard saw the earnestness of the boys and did all he could to push them along on the road to riches and success in their chosen occupation. He was in a measure their benefactor. It is not necessary to trace the course of these two men. The people of Chicago know them both well, and what they have achieved in the way of material prosperity.

Not many days ago old Mr. Vibbard passed through Chicago on his route to the northwest. It is evident that fortune has not smiled upon him quite so generously as upon the two employes of many years ago. He wanted to pass through St. Paul. He had watched with pride and satisfaction the careers of the two young men

whom he had done his best to befriend. When he came to Chicago he resolved to see his old "boys" and ask them for a pass to St. Paul. First he called upon George M. Pullman. He sent up his card and with it the reason of his visit. The servant in attendance upon the Italian marquis handed in Mr. Vibbard's card. It took Mr. Pullman about a minute to send word to Mr. Vibbard that he had no time to spare and would have to decline the honor of a visit with him.

The old gentleman, as he related these facts to a Chicago friend, was greatly affected that one who should be so largely indebted to him could be so cruel. But he was not discouraged, and he made up his mind to see Mr. Hughitt. He called upon the Northwestern railway magnate, and the meeting between the two was most affecting. Mr. Hughitt threw his arms around his old employer's neck, and hugged him and almost kissed him. He was certainly delighted to see him. It is safe to say that if Mr. Vibbard had asked for a special train to St. Paul, to be occupied by himself only and to be pulled by two locomotives, he would have got it. Mr. Hughitt showered upon him all the courtesies that Mr. Vibbard was willing to accept. This incident shows pretty well the difference between George M. Pullman and Marvin Hughitt.—*St. Louis Republic.*

Fate of Two Innocents.

There was only one chair vacant in a down-town barber shop the other day when a tall young man, accompanied by a lady and a lovely little girl of five, entered, and, calling the head barber to one side, gave him a few explicit directions. Then the little girl's hat was removed and the barber enveloped her in one of the big white aprons. The young man lifted her up into the barber's chair with a whispered word of reassurance, and the lady, after kissing her, passed her hands caressingly over all the beautiful golden brown curls. Then she sat down in a corner where the child could not see her face and pulled out her pocket handkerchief.

By this time the occupants of the five other chairs had become vastly interested. All eyes were fixed on the sweet baby face, with its curly halo. It was a pale little face, and there were no rosebuds on its cheeks, but above them were two glorious gray eyes that shone like a pair of stars. On each side of the little face rested a

particularly fat curl. The child placed her hand upon each as the barber advanced with the big shears, and gazed beseechingly up into his face.

"Now, Mr. Barber, I want you to leave Dimple and Dumpling until the very last—cut all the rest off first please. I shall miss them dreffully, you know; me and Dimple and Dumpling has always been such friends. Dimple is going out to my papa in a letter. My papa is way out in Ceylon, you know. You haven't got a papa way out in Ceylon, Mr. Barber."

"No, Miss. I ain't got none at all."

"And haven't you got no mamma, Mr. Barber! My mamma is going to put Dumpling into her 'Don't You Remember' box. Did you ever see a 'Don't You Remember' box, Mr. Barber?"

"No, Miss, I never did."

"Mamma's has got such a funny lot of things in it. There's a little bit of orange blossom, and a little pinafore that Alec used to wear. That's Alec over there by the window. And there's a little red shoe that was our little bruffer's. His name was Robin, and he died before any of us was borned, you know."

At this moment the mother stepped forward and whispered to the little girl. There was an old gentleman with a very red face, in one of the chairs, who shook like a veritable jelly at the child's remark. Big brother Alec was blushing furiously, and the whole barber shop was all agog. There was silence for a moment or two, while the scissors went snip, snip, snip. Then the little prattler broke forth again.

"Mamma says I'm talking too much, Mr. Barber; but if I don't talk I shall begin to cry. I cried awfully yesterday, you know; so did mamma and nurse. That was when the doctor came and said they'd have to be cutted off. We all cried—'cept Cecil. He's eight. He never cries 'cept when mamma spans him. Then he howls. But at last I stopped crying, for Alec said he'd take me to lunch with him when we came in to have it done; nurse said she'd let me sit up till half past seven for a whole week; mamma's going to get me a silver thimble, and cook is going to have waffles for tea when we get back. Do you like waffles, Mr. Barber?"

The barber replied in the affirmative, and then there was silence for a little while.

"Have you got a sweetheart, Mr. Barber?" A titter ran around the room, and

the barber turned as red as his pole outside, but he replied in the negative.

"Alec's got one," pursued the child. "He goes to tea with her on Sunday. Cecil says he's awfully sweet on her. Cecil knows, too; he was under the sofa when——"

But Alec waited to hear no further. He bolted bodily and waited on the corner until the ordeal was at an end. The lady arose and whispered some further cautions, but they proved of no avail.

"Well, Mr. Barber, if you haven't got any sweetheart, or papa, or mamma, you must be a norphan. Are you a norphan, Mr. Barber?"

The man nodded his head and then asked his questioner to keep her head still, like a good girl."

Another pause. Then:

"Mr. Barber?"

"Yes, miss."

"If you is a norphan what does you say when you go to bed? You can't 'God bless papa and mamma' any more. I'm very glad I'm not an norphan."

There was a dead silence in the room after that until the red-faced old gentleman blew his nose. The barber's task was almost finished now.

"What's the matter, mamma? You're cryin'."

"Why, no, I'm not, Lena. What makes ——"

"Oh, but yes you are, mamma. I can hear you sniffing, and besides I can see your face in the looking glass. There's two big tears running down your nose."

"Now, miss, just please sit steady a minute."

The scissors gave a snip, and poor Dumpling fell down into her lap. Dimple followed an instant later, and the child gazed ruefully at the two beautiful severed curls.

"Good-by, Dumpling and Dimple," she said, and the tears began to gather. They almost overflowed a moment later as the barber lifted her from the chair and she walked to the long mirror to survey herself. But her mother was equal to the emergency. Before Lena had time to realize her changed appearance she called to her to come and help her put Dimple into the letter for Ceylon. The mother wound the two curls about her finger and then tied a little bit of blue ribbon round each of them. She put Dumpling away in her reticule and Dimple was placed among the closely written sheets of foreign paper

which she took out of an envelope. The letter was sealed then and after that they arose to go.

"Thank you very much, Mr. Barber," said the little child, holding her hand out. "When me and Cecil get whiskers we'll come to you to cut them off. Do you play base ball, Mr. Barber? Cos if you do I'm going to give you a present. Would you like a ticket for our base ball match, Mr. Barber."

She pulled out a little bit of pasteboard from her pocket and handed it to him:

 GRAND BASE BALL MATCH.

 DICK TURPINS VS.
 TUSCARORAH'S.
 Admishun 3 Pins.

"Cecil is captain of the Dick Turpins, and he said now that I was going to have my hair cut off I'd be just as good as a boy. So he's going to lend me a pair of his trousers and I'm to be second base."

A roar arose from each respective chair. As for the jolly old gentleman, he collapsed utterly. In the midst of the confusion the lady tried to escape, but Lena's hat had to be put on and that caused still another delay.

"No more snarls in the morning now, mamma," remarked the young lady as she put it on. But then she drew a very long face. "Oh, mamma, it wabbles dreadfully."

The barber slipped some paper inside the lining of the hat and then they set off.

But just at the door the red faced old gentleman accosted them. He had his hat on by this time, but he took it off immediately and made a most courteous bow.

"Madam," he exclaimed, "there are two things I want particularly, and you can grant me both of them, I want a kiss from that little daughter of yours and a ticket for that base ball match. I can't pay the price of admission, for I havn't three pins to my name, but perhaps this," and as he spoke he slipped something bright and shiney into Lena's hand, "to be devoted to soda water after the Tuscaroras have been completely done up, might answer the purpose just as well."

The lady smiled and allowed Lena to give him the desired kiss, but she handed him back the money and could not be prevailed upon to accept it. Then, with

a parting nod to the barber, the two joined Alec on the corner. When last seen Lena was lifted up to the letter box to dispatch Dimple on the first stage of his long journey, and the red faced gentleman, as he lost sight of her in the crowd on Broadway, vowed fervently that he would see that game of base ball even if it cost a leg.—*Exchange.*

Major Leflet, the great (?) all around railway journalist, has been greatly stirred up by the action of the delegates to the Rochester convention. Keep cool Major, and don't worry over the fact that your journal will soon cease to be the official organ of at least one organization. It may be possible that you can capture the porters at their first annual session.—*Railway News Reporter.*

If Ostrander, of New Haven, has really left the Order, the organization has lost a splendid voice.—*Railway News Reporter.*

Happened in Toledo.

A young man in corduroy pantaloons, and with the bloom of a foreign country still lingering on his cheek, told the following story at police headquarters yesterday, says the Detroit Free Press.

"You see, I was waitin' in a daypot, as you folks call it, down 'ere in a town called Toledo, when a bloomin' young gal comes hup to me and says:

"'Could I hax a great favor of you, young man?"

"' You could,' says I.

"'Hare you a fighter?' says she.

"'Sunthink of one,' says I, 'aving taken twenty-four lessson in boxin' of the Liverpool kid, and 'aving put up me dukes with several good-uns.'

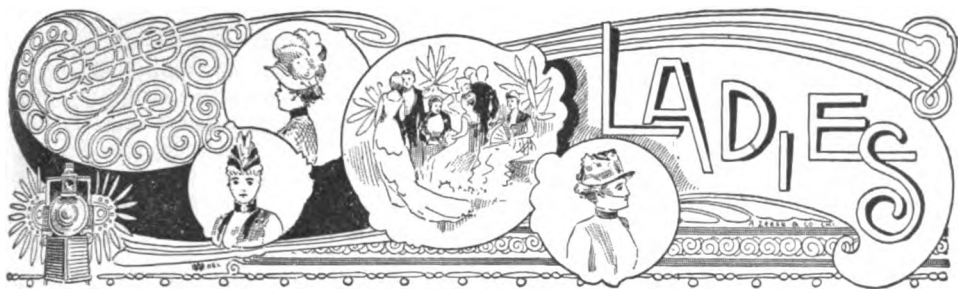
"'Then sit beside me, young man, hand protect me from a duffer who is takin' hadvantage of the fact that I ham hall alone 'ere in this daypot.'

"'I'll do it,' says I, 'hand hif he dares to wink at you hagain I'll bust the bloomin' 'ead of him-self wide hopen.'

"'Hand I sat. Hand she sat. Hand haf an 'our, without no bloomin' duffer showin' hup, I took the train for this town, hand arrived 'ere to find that I 'ad neither watch nor wallet. That bloomin' young gal 'ad despoiled me."

"'Well?"

"'Well, that's hall, hexcept that I should like to strike a job, hand that 'ereafter the bloomin' young women hof America will not pull wool hover the heyees hof yours truly.



MY WEDDING TOUR.

BY ELLA RODMAN.

Sitting quietly at my sewing, with the rather lonely consciousness that I was, and would be for some time to come, possibly for the night, the only human being about the premises, I congratulated myself on the prospect of an undisturbed afternoon; and resolved to admit no visitor whatever, or those shirt-bosoms of Samuel's would not get into their proper places.

"Samuel" was the Rev. Samuel Rubbleton, rector of St. Philip's; and I was his maiden sister. We lived very snugly and comfortably in a large country town, that boasted several other churches besides St. Philip's, and "set up for shapes" and fashions in a pretentious way, that contrasted, criminally enough, with a very decided streak of rurality and primitive simplicity. It suited me, however; I had grown old there, and Samuel's work was there—and mine too, as a natural consequence.

I was alone, as I have said; for the "help," a very excellent girl, generally, had gone to spend the afternoon and evening with "a friend," as she phrased it; but with a spruce young baker, as I more than suspected. She had suddenly presented herself before me in a spangled net, and tinsel odds and ends of ribbon, rustling skirts, and jaunty hat, and announced her intention; and though I could ill spare her, for I expected my brother home, and knew he would want his tea, I did not dare to refuse; for I called to mind a vividly remembered two weeks' of servitude, the penalty of letting my anger get the better of my rudeness, with a quick-tempered Bridget. So I racefully submitted to the inevitable—and locked Phebe out, with a delightful feeling of uncertainty as to when we should meet again.

Suddenly I heard the bell—a loud, brisk ring, as of some one quite in earnest; and peeping behind the curtain, I caught a glimpse of fine roadcloth, a manly figure, and a very prepossessing face. Now, what could Nelson Chardleigh

want there—the afternoon before he was to be married? He wanted Samuel, of course, but Samuel was not to be had; and besides, what could he want of Samuel? He would surely see enough of him on the morrow.

I liked the boy—I believed I was a great favorite of his; but I had no idea of letting him in, and listening to a long harangue on the endless subject of Miss Florence Eberton's perfections. So, smiling when the ring was repeated, I stitched on in fancied security, until suddenly a sharp knocking on the window pane gave me a nervous start; and I turned around, with a scream, to encounter a laughing face pressed close against the glass.

"Shame on you, Miss Margie, to be 'playing possum' in this way! You heard me well enough. Why don't you let me in? or where is the pretty Phebe."

"I didn't let you in," said I, going to the front-door, and laughing in spite of myself, "because I didn't want you, nor any one else. Now you are here, however, I suppose you may as well come in; but I cannot imagine what has brought you here, under the circumstances."

"Hospitable, upon my word!" exclaimed the young gentleman, as he followed me into the parlor. "And I do not see why I am not to be here 'under the circumstances.' Etiquette, I believe, shuts up the bride-elect for a week or two before the ceremony; but allows the gentleman to be at large—under the impression, probably, that he is too insignificant to be noticed. But seriously, Miss Margie," he continued, "I am really troubled—and that is why I am here. You were always a kind friend of mine, and, perhaps, you can advise me what to do. His Reverence, as you perceive, is not forthcoming. I went to the station before the morning-train was due, and waited patiently until all the living freight had disembarked; but no Mr. Rubbleton. You know he said, on going away, that he would probably take the morning-

train; if not, he would be sure to come at evening—but he would feel safer to come in the morning. Now, when you reflect that there is only one more train in which he could possibly come, in order to perform the ceremony—and that something may occur to cause him to miss that train—you must admit that circumstances look rather discouraging."

The poor fellow was evidently in a state of great nervous excitement, as well he might be; for if Samuel gave him the slip at the last moment, (as I thought he was quite likely to do,) would he not be set down as "a laggard in love," like the miserable rival of "young Lochinvar?" Samuel had been his tutor, and his valued friend ever after—there had always been an intimacy between the families; and Nelson had, almost at the first brush of his engagement, with the gracious permission of the fair Florence, bound my brother under a solemn promise, that if it were a possible thing, he would perform the marriage ceremony.

The idea of that boy being married seemed almost absurd. I could remember so well the days when he wore a short, white frock, with immense blue-rosettes at the shoulders, and a broad sash to match. A magnificent-looking fellow he was always, with great, wondering eyes, and cheeks like marble-roses; and he screamed and hallooed with a royal unrestraint that was anything but refreshing to weak nerves. I loved to see the boy with his stately, young mother; he was her only one, and as much like her as though both had been carved, by the same hand, from one block of marble. She was rather unapproachable, this handsome Mrs. Chardleigh; and she died young.

Nelson had an uncle—his father's brother; and some people called me a pretty girl, though it seemed to me that I had little else but a loving heart. The garden-walls joined, over which we talked; and finally, they sent Herman away, probably, because they did not want him to marry a poor, ignorant girl, who had had few advantages. And then came a story of yellow fever—and then—

I never saw him again; but I think there was a reason why I loved the boy, Nelson Chardleigh, so well, and watched his growth from childhood to manhood. Even after he went to college, he seemed to remember us with affection; and ran over to the rectory, in his vacations, just as he had done when a boy in round jackets. He was a teasing, mischievous, winning fellow, and had a wonderful power of making people do just as he pleased.

Suddenly, he encountered Florence Eberton, a gay beauty under the care of his uncle, whose

splendid mansion, some miles from the town, was the theme of general admiration. Everything else went to the four winds; and when, in the course of time, he actually found himself engaged to this peerless creature, his happiness knew no bounds. That there should be the barest chance of any unpleasant *contretemps* at the anticipated wedding, was not to be endured; and I quite appreciated his annoyance.

All these thoughts flashed through my mind, while, like a caged lion, my visitor nervously paced the floor; and, finally, he burst out with,

"Miss Margie, what is to be done? It will scarcely be safe to hang our last hope upon the evening-train; and I feel very much disposed to go in quest of some one else. I could never face Florence, or her friends, if there should be any hitch in my part of the proceedings. I really did not think that Mr. Rubbleton would have served me so! Why he needs travel off at the very last minute?"

Why, indeed? except that it was just exactly like him to forget all about the wedding, and stay over another day with the old college-chum whom he had so suddenly gone to visit.

"I think he will be here to-night," I said, half hesitatingly; "he certainly promised that he would come. 'If I do not get here on the morning train,' he said, 'you may certainly expect me in the evening.'"

"But thinking will not do much in such a case!" exclaimed the troubled bridegroom. "Suppose something should happen to the train? Suppose that Mr. Rubbleton should have a fit? Or fifty thousand other things that might happen? Just put yourself in my place, Miss Margie, and fancy how you would feel under the circumstances! Of course, you couldn't, though, very well; but I'll tell you how I feel—like going out to engage some one to officiate to-morrow, in case Mr. Rubbleton does not appear.

"But would any of the clergy be willing to make such an arrangement?" said I, smiling at the idea.

"We can drum them up and try," was the eager response.

I was afraid that the bump of reverence was not well-developed in the handsome head before me; but the plural pronoun "we" was decidedly startling.

"We!" I exclaimed, in dismay. "Why, surely, Nelson, you do not want an old maid, like me, dragging about with you? I can't possibly think of such a thing!"

"Yes, you can," said the persevering fellow. "You are hand-and-glove with all the clergy. Miss Margie, and can vouch for my respecta-

bility, you know. Why, if I went alone, they would probably think me some stray loafer, not worth marrying."

"You look very much like it, I replied, surveying the tall, aristocratic figure before me; "but really, Nelson, I cannot leave the house—there is no one here."

"It will not run away," said he, philosophically; "and we shall be back again almost before you know it. So, Miss Margie, put on your bonnet please, like the good, kind lady you are, and introduce me to some Reverend gentleman, who will promise not to run off on a journey between this and twelve to-morrow. I think I shall never forgive Mr. Rubbleton; and Florence will certainly laugh at me, if some one else marries us."

"There is Dr. Poacher," said I, reflectingly; "he is the nearest—we might go to him first."

"That stiff-looking old gentleman, who is so absent minded?" was the irreverent reply. "I am afraid he would read the burial-service over us by mistake!"

"Well," said I, not able to contradict this statement, "suppose we try Mr. Kem?"

"He'll do nicely, I've no doubt; but let us start speedily, Miss Margie, for October afternoons have wings, you know."

I heaved a quiet sigh as I glanced at my sewing; but it seemed to be my fate always to have some helpless man on my hands, who required all my time and energies. Samuel was a regular stand-by; and various forlorn ones craved my help at intervals. There seemed to be no getting out of this expedition, now, with Nelson Chardleigh; it was quite natural that he should not feel willing to trust to the hope of Samuel's arriving at the last moment; and being Samuel's sister, it was clearly my duty to get the poor fellow out of the scrape, if possible—nevertheless, I felt a little queer while arraying myself for the walk.

I wished to do credit to my cavalier, by putting on my best; and I had a very pretty lavender bonnet, with white roses inside—a present from an old friend; in which I looked quite possible—a soft, white shawl, and a plain colored silk dress.

"Miss Margie, you are the best-dressed lady I have seen for some time," observed my escort, with an appreciative glance at my toilet.

Then, helping me to fasten up the house, he opened the gate in high glee; and we were fairly launched.

Mr. Kem's residence was what indefinite people call "something of a walk;" and it was a walk, too, through the busiest part of the town. People looked and stared at me and my companion, and not a few bows were accompanied by comical smiles, for which I could not quite account.

"Isn't that a sort of wedding attire?" asked Nelson, evidently interested in such matters. "Don't brides, sometimes, dress in that way?"

"I believe they do," I replied, suddenly awakening to the fact that my dress was rather bridal than otherwise.

We walked on to Mr. Kem's—Nelson frequently reminding me that I had agreed to open the ball, and do the introductory talking.

Mr. Kem boarded in a large house, where numbers of female heads decked the windows; (not, however, like the Dyak trophies, detached from their bodies,) and I counted five, at least, on the lower floor. Much gazing and whispering as we approached the door.

A very pretty, pert-looking Bridget answered our ring.

"Was Mr. Kem at home?"

Eyeing us from head to foot, she said that she would see; and left us standing in the hall.

Presently a young gentlemen appeared, one of the smiling kind, whose very eyes were laughing, as they rested on us.

"Did you wish to see Mr. Kem particularly?" he inquired; as though it might be possible to produce him in an extreme case, but not ordinarily.

"Yes!" exclaimed my companion, with nervous haste, before I had a chance to reply. "Our business with Mr. Kem is very important, and there is no time to lose. I want him to perform a marriage ceremony—is he at home?"

"I regret to say that he is not," was the smiling reply. "He has gone out to tea; but it would not be a very difficult matter to send for him. If I could oblige you and the lady in any way——"

I verily believe that Nelson would have had the Reverend gentleman dragged from the tea-table, without the slightest compunction, had I not interposed and informed our smiling friend, with as severe a look as I could muster, that we would not trouble him farther. We left him standing on the broad steps, and gazing after us, with a wondering smile stereotyped on his face.

Bridget must have enlightened the heads at the window, for they all tittered as we passed by, and bent forward to get a better view of us, to the imminent danger of dislocating their necks.

"Didn't that gentleman strike you as a little peculiar?" asked the unsuspecting Nelson.

He was evidently a stranger to the conviction that had suddenly flashed through my mind, and amused me mightily. The smiling youth and Bridget had, doubtless, taken me for the bride-elect; and hence their merriment.

"It is a strange thing, continued my excited companion, "that Mr. Kem should have selected

this afternoon, of all afternoons, to go out to tea!"

"Very strange," I replied, laughing at his disgust; "the sunset of life should have given him mystical lore, and caused him to feel in his bones that you were coming."

"Where shall we go now?" he asked, in dismay, evidently thinking that the clergy were banded against him.

"I scarcely dare mention Dr. Poacher again," said I.

"Let us try him?" he exclaimed, "and if he does anything queer to-morrow, I wash my hands of the responsibility—it will have to rest on your shoulders, Miss Margie."

Of course, I was used to this; to do my best, and then bear the burden of everything that went wrong.

A walk of about a mile farther brought us to a nice, old-fashioned place, where Dr. Poacher spent much of his time in secluded study. We were almost sure of finding him, and raised the brass knocker quite confidently.

A very honest looking Irish-woman, who was afflicted with a chronic grin, soon made her appearance, and gazed upon us with tender interest. It was some little time before we learned that "Dr. Poacher was not just at home now."

"How soon would he be in?" was the eager inquiry.

"Mebbe in an hour; yees can come back and see."

We exchanged looks; and the Irishwoman assured us that "she would hould him at home for us when he came."

"What did possess that woman to grin so?" said Nelson, rather angrily, as we left the door. "Have you any idea Miss Margie? Is there anything queer about either of us, that people act so curiously?"

"Yes," I replied, enjoying his excitement, "I have some idea."

"Well, what is it?"

"Why, I think that all these people imagine that you have been silly enough to select me for the bride."

"Too bad!" he exclaimed, "for you Miss Margie! After your kindness, too! What can we do about it? Shall we go home?"

"No!" I replied stoutly. "If they choose to be so silly, let them have the benefit of it. I do not mind them in the least; and I am determined to see this business through."

"I admire your spirit," said my companion, laughing; "and I should be only too glad to 'see this business through, likewise. But what evil spirit has entered into the clergy of this benighted place, to send them all gadding on this particuiar afternoon."

"The spirit of English Queen Bess, I imagine," said I, "as she was always opposed to marriages. But suppose that we walk around a little now, and wait for Dr. Poacher, as I happen to know him very well?"

We wandered for half an hour, and then, suddenly remembering the possible return of Samuel, I grew frightened, and we concluded to make a fresh application to the brass knocker.

The Irishwoman beamed all over and marshalled us into the front-parlor with evident delight.

"Here they are your reverence!" she exclaimed, triumphantly; and we found ourselves fronting Dr. Poacher, while a mischievous-looking-girl, his niece, stood on one side, evidently in a state of amused expectation, and our Irish friend ambled off to the other.

The expression of the doctor's face, as he recognized me, is better imagined than described.

"Miss Margaret Rubbleton!" he exclaimed, in undisguised astonishment.

To explain all this, it is necessary to say that our Hibernian friend had seized the doctor the moment he appeared, and told him that he was wanted "right away" to marry a couple that were almost ready to cry when they found that he was not to be had on the spot; "a swate-lookin' young feller, and a rale nice lady—a little ould-like, mebbe, for the boy, but as pleasant-spoken a lady as ever stepped." They would be back again, she added, "in the wink of an eye." Anticipating much fun from this performance, the mischievous niece had begged the favor of being present as a witness; the tender-hearted serving-woman had put in a duplicate petition; and here were the household drawn up in battle-array as we entered, quite bent upon doing their best to join us in the bands of holy matrimony!

"Miss Margaret Rubbleton!" said the worthy doctor; and here he stopped, overpowered by his emotions.

I felt my face growing painfully red, while the ridiculousness of the position raised a troublesome inclination to laugh. That young minx, too, was evidently regarding Nelson in the light of a sacrifice; but the troublesome fellow himself seemed struck with dumbness.

"Let me explain to you," said I; but I could get no farther, and I believed I was growing hysterical.

Dr. Poacher bowed stiffly, as though waiting the solution of the riddle; and presently Nelson, with a manliness that delighted me, came to the rescue.

"I think," said he, a little hesitatingly at first, but gathering strength as he proceeded, "that there is a mistake somewhere. I wish to be mar-

ried; but Miss Rubbleton does *not*—and she kindly volunteered to introduce me to Dr. Poacher, whose services I am desirous to secure for to-morrow morning, in the event of Mr. Rubbleton's failing us by the morning train."

"Now," said the doctor, laughing more heartily than I had ever seen him laugh before; while the niece and the Irishwoman disappeared, "do you know what I thought?"

"Yes," I replied, quite boldly, "I know exactly what you thought, and am humbly obliged for my share of the compliment. You thought Margaret Rubbleton an old fool, and Mr. Chardleigh a young one; but let me tell you, Dr. Poacher, that my brother Samuel is at the bottom of all this, for we were very much afraid of his giving us the slip this evening."

"I parted from him not half an hour ago," said the doctor, comically, "as he was taking rapid strides from the station to his own house. I thought, then, that he looked like a man whose head was full of some grand idea—and this wedding, I suppose, was the subject."

How like a couple of conspirators we felt, as a picture of the injured Samuel, inhospitably looked out from his own dwelling, rose up before us! With a bewildered excuse, we hastily departed, and sat out on a running walk for the rectory.

"Miss Margie," said Nelson, with laughing penitence, "can you ever forgive me?"

"I suppose I shall, in time," I replied; "for it is one of my weaknesses to forgive people all sorts of things; but I must confess that I do not feel much like it just now."

"I am so glad Mr. Rubbleton has come, after all!" observed my companion, softly.

Now, I did not feel at all glad that he had come, "after all;" on the contrary, I thought it would have been much more convenient, had he verified our fears by missing the train. It is always unpleasant to find that one has been making much ado about nothing.

Nelson escorted me to the gate, and then laughingly departed. No expostulation could induce him to face Mr. Rubbleton that evening.

Samuel's attitude was Napoleonesque, as he stood beside his carpet-bag, which he had deposited on the door-step.

"Why, Margie," he began, "what does this mean? I am very much surprised——"

"Not more than I am," I replied, boldly carrying the war into the enemy's quarters, as I inserted the door-key; "I am sure I never expected to see you this evening!"

"Never expected to see me!" he replied in astonishment. "Did I not say that I would come? And is not Nelson Chardleigh to be married to-morrow?"

"You said that you would probably come in the morning," said I, determined not to be "put down;" "and it is on Nelson Charsleigh's account that I have been gadding this afternoon."

I then gave him a condensed account of our fears, schemes, and adventures; and all that I got for my pains was,

"More deliberate folly I never heard! A performance worthy of two lunatics! I said, as plainly as words could say it, that, if I did not get here in the morning, I would certainly come in the evening—and here I am."

After going over the whole matter from the beginning about five times, with the most eloquent reasoning upon the reasonableness of my conduct, and receiving precisely the same answer every time, I retired from the field, with the firm conviction that my brother Samuel was an excellent man, and a learned man; but that, like most fallible mortals, he had "a kink" somewhere in the construction of his mind, that prevented him from seeing that he could possibly be in the wrong.

I have good reasons for supposing that Nelson Chardleigh went post-haste to his bride that evening, with a highly-varnished account of our adventure, and an extravagant picture of my merits; for a little, scented note, received early the next morning, insisted so warmly upon my presence at the wedding, that I really could not refuse.

I had received an invitation before, and declined it; but now I donned my bridal attire of the day before, and accompanied Samuel to the cars. Here we had the pleasure of encountering Dr. Poacher, who had also received an express invitation.

It was an elegant affair; and the bright, October sun lighted up one of the prettiest faces I had ever seen through the folds of a bridal-veil. Nelson looked perfectly radiant with delight.

"I heard strange things of you this morning," said an acquaintance, laughing, as she nibbled her cake. "I was told that you were married, and had gone on your wedding tour."

"I did go on a wedding tour yesterday," I replied, within hearing of the bridegroom; "but I am not married."

Nelson gave me a comical look; but the person to whom it was addressed was evidently at a loss how to interpret this sphinx-like answer.—*Arthur's Home Magazine.*

Miss Florence Nightingale is now a confirmed invalid and a patient at Saint Thomas's Hospital, London. Her services during the Crimean War injured her spine, and she has never recovered from the effects thereof. The illustrious philanthropist is nearly sixty-nine years old.

The Vice-President's House.

Though the social world here naturally centers about the President and his family, yet the Executive is hedged in by traditions and ceremonials, at once rigid and democratic. Thus, custom permits the Chief Magistrate and his wife to entertain as their inclination may dictate, but debars them from accepting any hospitality outside a certain official circle. For this reason, the actual social leadership devolves upon the official ranking next the President; and this pleasant, if somewhat formidable, responsibility now rests with the Vice-President and Mrs. Morton.

Besides every evidence of abundant means and cultivated taste, the home of the Vice-President is pervaded by a sense of that genial and warm hospitality for which Mr. and Mrs. Morton have become noted, both here and on the European continent. It is this same simple, unaffected hospitality, more than the luxury of its belongings, which renders this house one of the most attractive interiors in Washington.

The house itself is delightfully located upon one of those old triangles formed by the intersection of several avenues and streets. A porticoed entrance fronts Rhode Island avenue, Fifteenth and "N" streets form the other sides of the triangle, and the point faces some charming bits of green reservation. Beyond is "Scott Circle," where the hero of Mexico sits majestically on his bronze steed, and this park is the center of a locality as beautiful as it is fashionable. A score of notables live within a square or two of the Circle, and a little to the southeast is the famous institution founded by the late W. W. Corcoran, the "Louise Home."

No. 1500 Rhode Island avenue, the residence of the Vice-President, is an ample, turreted structure of pressed brick, irregular in shape, and with numerous swelling windows and projections. Originally built by a naval officer, who put the most of his money into its construction, the house became known as "Brodhead's Folly." Lieutenant Brodhead was soon forced to dispose of his property, and Alexander Graham Bell, of telephone fame, was the purchaser. The distinguished scientist and his family lived here several years, and the house was the scene of many elegant entertainments, until their occupancy was terminated by a fire. This fortunately occurred in the early morning, and was confined to the upper stories, so that all escaped uninjured. The building had always been difficult to heat,—a circumstance most trying to a good housekeeper,—and as the deposed mistress, only half-recovered from her fright, watched the conflagration from a neighbor's window, she remarked with quaint cheerfulness, "Well, that house is warm for once."

Upon Mr. Morton's accession to the Vice-Presidency, he purchased the Bell mansion, and after extensive alterations and additions it was handsomely fitted up. Luxurious in its appointments, the interior is still eminently home-like, and there is an entire absence of newness or crudeness about the furnishings. In fact, most of the belongings and much of the rare bric-a-brac about the rooms are the same which, during Mr. Morton's ministry in Paris, made the American Legation so attractive to his nomadic countrymen.

A paved walk and driveway lead to an ornamental iron portico, festooned with trailing vines which makes a very effective entrance. The first step into the house prepossesses one favorably, as instead of an ordinary hall or vestibule, the entrance is direct into a good-sized but very irregular room in the center of the house. This apartment has, on the left, a broad staircase, and on every side are draped doorways and any number of quaint and effective belongings not usual to the conventional corridor. The walls are tinted a delicate buff, and the woodwork, including a graceful arch through the center, is carved and painted white. Several fine pictures hang upon the walls, notably, "The Fortune-teller," a bit of rich Oriental coloring.

Palms in huge jars rise plume-like in nooks and corners, and all about are carved benches and odd chairs, while a double-sided couch makes a cozy lounging place in front of the hearth. The mantel, in white wood and yellow tiling, is extremely pretty, but very simple in its adornments, which consist of a brass clock, two brazen sconces, and some vases filled with cut flowers. Above the mantel is a portrait of General Grant, painted early in the war, which suggests much of his rugged force of character. A curious fender has been evolved from two spent shells, linked together by a brass chain, and bearing the inscription: "Souvenir of the Siege of Paris. Fired from the Prussian batteries on the heights of Meudon." An elaborate hammered brass chest for wood fills one corner, and completes the hearth furniture, which is all of polished brass.—*Democrat's Family Magazine.*

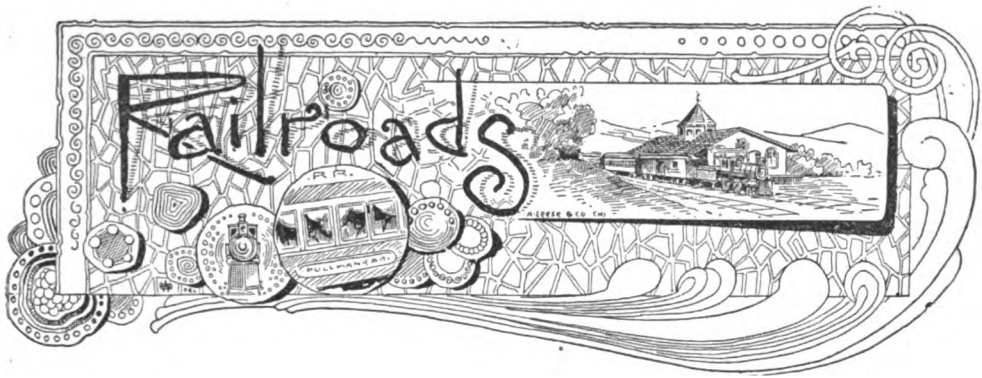
Lost Both Ways.

Old Rounder (to chum)—What's the matter professor, you look downhearted this morning?

Professor—I am. I had a dime and I tossed it: up to see whether I would have coffee and rolls or whisky straight.

Old Rounder—Ha, ha, ha! You lost the whisky I suppose?

Professor—I lost the dime: it rolled down the culvert.



Railway Legislation.

We copy from the *Official Guide* a list of bills affecting inter-state commerce and railway management, which have been introduced in Congress during the present session and are now pending:

SENATE.

S. 208.—Mr. Spooner, Wisconsin.

To regulate commerce carried on by telegraph. Puts telegraph lines under the Inter-State Commission.

S. 399.—Mr. Wilson, Iowa.

To amend Section 3 of the Act to Regulate Commerce by adding thereto words which prohibit the transportation into a state of any article the manufacture and sale of which is prohibited by that state; but not the transportation of the article through the state.

S. 545.—Mr. Hale, Maine.

To protect the rights and natural advantages of United States seaports and connecting railways by regulating the entry into the United States of goods imported through a port thereof and destined to a point in Canada, or imported through a Canadian port and transported through the United States to a point in Canada, and by regulating the transportation through Canada of articles domestic in the United States and destined to a point in the United States, or destined to a point in Canada after re-entry and passage through the United States.

S. 749.—Mr. Plumb, Kansas.

To prevent the issues of passes to official persons.

S. 1643.—Mr. Regan.

To amend Section 9 of the Act, and thereby provide one of two remedies for any person or persons claiming to be damaged by any common carrier subject to provision of the act, by either making application to Commission or bring suit in District or Circuit Court of United States or in

any court of any State, Territory or District of Columbia of competent jurisdiction, but such person or persons shall not have the right to pursue both of said remedies.

S. 2113.—Mr. George, Mississippi.

To protect employes and servants engaged in foreign and inter-state commerce.

S. 2713.—Mr. Ingalls, Kansas.

To amend the act, making it illegal to transport intoxicating liquors into states or territories whose laws forbid, &c.

S. 2818.—Mr. Paddock, Nebraska

To amend fourth section of the act, to provide further that if in the investigation of any kind or character of complaint, claim or proceeding for any infraction of this section, it should appear from the evidence that the product transported is one of the necessities of life, such as grain or its products, for the purpose of food, is intended for consumption or export and unavoidably subject to a long haul to reach a market, and that upon it a justly lower rate is indispensably necessary in order that such product or commodity be transported from point of origin to destination and marketed under existing conditions of trade, then such rate, so far as long and short haul clause is concerned, shall be considered an exception to the general rule indicated in this section, and Commission shall make an order accordingly. A long haul within the meaning of its amendment for such product shall be five hundred miles or more by route over which freight is actually transported from point of origin to destination, both points being within the United States.

S. 2953.—Mr. Paddock, Nebraska.

To repeal the fourth and fifth sections of the act.

S. 3173.—Mr. Cullom, Illinois.

Amending twelfth section, to provide for attendance of witnesses, production of documentary evidence which was required from any place

in the United States at any designated place of hearing, and for the taking of testimony by deposition in the United States and foreign countries.

S. 3292.—Mr. Hoar, Maine.

To secure the safety of freight cars employed in inter-state commerce by use of proper couplers, freight train brakes and other appliances prescribed by the Inter-State Commerce Commission.

S. 3637.—Mr. Blair, New Hampshire.

For the protection of common carriers of the United States, doing business in competition with common carriers of foreign countries, by land and sea.

S. 3640.—Mr. Cullom, Illinois.

Amending the nineteenth section, providing for appointment of special agents having authority to administer oaths to witnesses, and examine them under oath, also to examine the books, records and accounts of such common carriers.

S. 3665.—Mr. Allison, Iowa.

For the protection of property, trainmen and other railroad employes in handling locomotive engines, freight trains and freight cars engaged in inter-state commerce.

S. 3692.—Mr. Cullom, Illinois.

To regulate the use of safety appliances for railroad cars.

S. 3708.—Mr. Sherman, Ohio.

Relative to the transportation of oil, &c., in barrels and tank-cars.

S. 3717.—Mr. Vest, Missouri.

That all common carriers subject to the provisions of "An Act to Regulate Commerce," approved February 4th, 1887, are hereby prohibited from making any unjust or arbitrary discrimination as to the transporting of improved or palace cattle cars furnished by owners or shippers of cattle for the carrying therein of cattle over the roads of said common carriers, either by refusing to receive and transport said cars, or by refusing to pay the same mileage for the use of said cars as may be paid by said carriers for the use of refrigerator or other cars belonging to shippers carrying dressed beef or live cattle over their roads," &c.

S. 3731.—Mr. Vest, Missouri.

Regulating commerce carried on by express.

S. 3754.—Mr. Hoar, Massachusetts.

For the protections of persons engaged in the service of railways.

S. 3773.—Mr. Gorman, Maryland.

Obligation of railroads operating lines between the United States and foreign countries to obtain license or permit to engage in such business from the Commission, &c.

S. 3786.—Mr. Quay, Pennsylvania.

"*Provided*, That nothing in this act shall be construed to prohibit any common carrier from giving reduced rates of transportation, and a permit to carry a weight of sample baggage in excess of the amount allowed the ordinary traveler, to commercial travelers, whether employer or employee, who travel to sell merchandise for a wholesale business, taking orders from dealers for goods for subsequent delivery."

HOUSE OF REPRESENTATIVES,

H. R. 197.—Mr. Post, Illinois.

To amend Section 22 so as to add thereto the following, to-wit: *Provided* that nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to commercial travelers, whether employer or employee, who travel to sell merchandise for a wholesale business, taking orders from dealers for subsequent delivery.

H. R. 298.—Mr. Kerr, Iowa.

To amend the inter-state law so as to provide that it shall be unlawful for any railroad company subject to the provisions of said act to transport into any state any article of commerce which the railroads of such state are limited or restricted in transporting, without first complying with the restrictions placed by the state laws on the railroads of such state, and such prohibition shall apply to any express company now or hereafter subject to the provisions of said act.

H. R. 329.—Mr. Anderson, Kansas.

Prohibiting the use of railroad and other passes and of telegraph franks by members of the Congress and Judiciary of the United States, &c.

H. R. 397.—Mr. Blanchard, Louisiana.

Providing an additional section to be known as Section 25, entitling citizen making complaint to all fines and penalties that may be imposed.

H. R. 438.—Mr. Morse, Massachusetts.

To repeal fourth and fifth sections.

H. R. 501.—Mr. Lind, Minnesota.

To amend fourth section, further providing that it shall also be unlawful to charge and receive any greater compensation per ton per mile for contemporaneous transportation of same class of freight for a longer than for a shorter distance over same line, in same general direction, or from same original point of departure or to same point of arrival; but this shall not be construed as authorizing any common carrier to charge as high rate per ton per mile for a longer as for a shorter distance, &c.

H. R. 3806.—Mr. Peel, Arkansas.

To regulate and limit charges of express companies.

H. R. 3946.—Mr. Breckinridge, Arkansas.

Railroads, steamboats and other public carrier, and express companies, to comply with restrictions of state or territorial laws in transportation of any article, such as wine and liquors, or any other article.

H. R. 4564.—Mr. Anderson, Kansas.

To declare the duties, enforce the obligations, and regulate the service of railroad companies as carriers of inter-state commerce, &c.

H. R. 5872.—Mr. Bliss, Michigan.

Empowering the Commission to make special rates for members of the Grand Army of the Republic in attending their annual national encampments.

H. R. 6950.—Mr. Flower, N. Y.

Regulating railway appliances.

H. R. 6957.—Mr. Adams, Illinois.

To regulate commerce among the several states, in respect to national banks, bills of exchange, &c., &c.

H. R. 6959.—Mr. Adams, Illinois.

To regulate commerce among the several states in the purchase and sale of goods, merchandise, &c., establishing relation of creditor and debtor, &c.

H. R. 8193.—Mr. Baker, New York.

To amend Section 12, further providing for the taking of testimony by deposition in this country and foreign countries.

H. R. 8205.—Mr. Baker, New York

To amend Section 22, making it legal to reduce rates to members of the Grand Army of the Republic with their families in attending encampments.

H. R. 8278.—Mr. Baker, New York.

Free transportation, ticket brokerage, &c.

H. R. 8546.—Nr, Coruth, Kentucky.

To amend Section 22, making it legal to give reduced rates to commercial travelers selling merchandise for wholesale business.

H. R. 8677.—Mr. McClammy, North Carolina.

To amend Section 10, providing that every common carrier shall connectly weigh and classify all property delivered at the station where such property is first delivered, and freight shall be charged thereon in accordance with such weight and classification, and no property shall be re-weighed for purpose of any additional charge of freight by carrier shipping or receiving said property.

H. R. 9014.—Mr. Rogers, Arkansas.

To define and regulate the jurisdiction of the courts of the United States.

H. R. 968s.—Mr. Henderson, Iowa.

For protection of property, trainmen, and other

railroad employes in handling locomotive engines, freight trains and freight cars engaged in inter-State commerce.

H. R. 20048.—Mr. Boutelle, Maine.

Provided, That nothing contained in this act shall be construed to authorize any sale of or traffic in intoxicating liquors in any State contrary to the laws thereof.

Coupler Legislation.

A bill by Mr. Allison, for the protection of property, trainmen and other railroad employes in handling locomotive engines, freight-trains, and freight-cars engaged in interstate commerce.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any corporation, company, person or persons operating any line of railroad, or for any car or transportation company using or leasing freight-cars engaged in interstate commerce, to put into such use any new cars, or cars that have been sent to the shops for general repairs, or when either of whose draw-bars need to be replaced with new ones, that are not equipped with safety automatic couplers or draw-bars, such as will not necessitate the going in between the ends of the cars to couple or uncouple them, but which will automatically couple themselves, and can be uncoupled from the sides of the cars.

SEC. 2. That after January first, eighteen hundred and ninety-five, it shall be unlawful for any corporation, company, or persons operating a railroad, or any transportation company using or leasing cars of any description used in interstate commerce, or in the construction of any interstate railroad, to have in such use for the transportation of freight, or passengers, or both, any car not equipped with the said safety automatic couplers.

SEC. 3. That it shall be unlawful for any corporation, company, person, or persons operating any line of railroad to use any locomotive engine in the work of interstate commerce upon any railroad, or in any railroad yard, after the first day of January, eighteen hundred and ninety-two, that is not equipped with a proper and efficient power brake, or what is known among railroad men as a "driver brake."

SEC. 4. That it shall be unlawful for any corporation, company, or person operating a line of railroad in the work of interstate commerce to run any train in such work after the first day of January, eighteen hundred and ninety-three, that shall not have enough cars in such train equipped with some kind of power or automatic brake, so that the engineer upon the locomotive can control the train, as passenger trains are now controlled

by the engineer, without requiring brakemen to go between the ends or on top of the cars to use, as now, the common hand brake.

SEC. 5. That any corporation, company, or person operating a railroad and engaged in interstate commerce, using a locomotive engine or running a train of cars or using a freight-car or "way-car" contrary to the provisions of this act, shall be deemed guilty of a misdemeanor and shall be subject to a fine of not less than five hundred dollars nor more than one thousand dollars for each and every offense; and any railroad employee injured by such engine, train, or car contrary to the provisions of this act shall not be considered as waiving the right to sue and recover damages for personal injuries by having remained in the employ of such corporation, company, or person running such engine, train, or car contrary to the provisions of this act; and in any civil action brought against such corporation, company, or person by any employee thereof for damages resulting from a personal injury received by the plaintiff in the coupling or uncoupling of cars, or from a lack of such proper and efficient automatic brakes as contemplated in this act, while in the employ of such corporation, company, or person, if it shall be established by evidence upon the trial that either of the cars which the plaintiff was endeavoring to couple or uncouple when such injury was received was then and there in use by the defendant in violation of any of the provisions of this law, the fact that the injury to the plaintiff was caused in whole or in part by the neglect or carelessness of any other of the defendant's employees, or that the plaintiff's negligence or carelessness contributed to the injury, shall not be any defense to the action or received in evidence, but that one of said cars or engines was then and there in use on said railroad, contrary to the provisions of this act, shall be deemed conclusive evidence of gross carelessness on the part of the defendant.

SEC. 6. That it shall be also the duty of the Interstate Commissioners to require all corporations, companies, and persons engaged in interstate commerce as common carriers to report annually under oath the number of cars used in such commerce, and what number equipped with automatic couplers, such as are contemplated in this act, and what kind and the number of each; also the number of engines used in such commerce, and the number equipped with a "driver brake," and the kinds and number of each used; and also the number of cars equipped with power or automatic brakes, and the kind used, and the number of each, all of which shall be included in their annual report.

SEC. 7. That whenever any railroad company, corporation, person, or persons engaged in the transportation of interstate commerce or any railroad shall have equipped their rolling-stock, either prior to or by the time of the dates fixed in this law, with such automatic safety appliances as contemplated in this act, such corporation, company, person, or persons may lawfully refuse to receive cars for transportation over their own lines, or for switching purposes, from lines of connecting roads that are not equipped with such automatic safety appliances as will work, interlock, and interchange automatically with the system of automatic couplers and brakes in use on its own rolling stock.

SEC. 8. That this act, being deemed of great immediate importance, shall take effect upon its approval by the President.

A bill by Mr. Cullom, to regulate the use of safety appliances for railroad cars.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of all common carriers by railroad that are subject to the provisions of the act to regulate commerce to supply and use automatic car couplers upon all freight cars employed in the business regulated by said act, which couplers shall be substantially uniform in pattern and of ascertained adaptability and convenience for the service; and it shall be unlawful for any such common carrier to use any freight car not supplied with such couplers after the time to be designated therefor as hereinafter provided.

SEC. 2. That for the purpose of securing uniformity in the use of such car couplers and the most approved character of coupler, the President of the United States is authorized to appoint by and with the advice and consent of the Senate a board of five competent persons three of whom shall have practical knowledge of the operation of railroads and two of whom shall have mechanical knowledge of car construction, and none of whom shall be interested in any patent for safety appliances. It shall be the duty of the board so appointed to make careful investigation of car couplers in use and of designs for couplers not in use, to fully test all such couplers practically, and determine by such investigation and comparison what type or character of car coupler is best adapted for safety and convenience in its use on freight cars, and to make report of their determination and conclusions to the Interstate Commerce Commission, recommending therein the type or character of coupler found by them, or a majority of them, to be best adapted for use, and desig-

nating at what time such coupler shall be supplied and put in use upon freight cars. Such report shall be made and filed as herein required within one year from the time that the said board shall enter upon its duties. Any vacancy in said board shall be filled as hereinbefore provided. The board shall have power to take testimony, either collectively or by any of its members, and for that purpose any of its members may administer oaths to witnesses.

Each member of said board shall receive an annual salary of three thousand five hundred dollars, payable in the same manner as the Interstate Commerce Commissioners. The board shall have authority to employ and fix the compensation of such other employees as it may find necessary to the proper performance of its duties. Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States,

SEC. 3. That if the type or character of car coupler approved and recommended by said board as aforesaid shall be patented, the board may agree with the owner of the patent upon a price, to be approved by the Commissioner of Patents, to be paid by the government for the relinquishment of the patent, so that its use may be free to all; and in case of the refusal of the owner of the patent to relinquish the same for a reasonable compensation, the board may select another coupler.

SEC. 4. That when the report of said board shall be filed with the Interstate Commerce Commission, said Commission shall cause the same to be printed and printed copies to be served upon the common carriers by railroad subject to the act to regulate commerce, and the carriers so served shall thereupon comply with the recommendations therein contained.

SEC. 5. That every common carrier so served that shall neglect or refuse to comply with the recommendations of said report, either as to the type or character of coupler to be used or as to the time the same shall be put in use, shall be liable to a penalty of one hundred dollars a day for every car used by such carrier that shall not be supplied with such couplers, to be sued for and recovered in the name and for the use of the United States, by the Attorney-General of the United States, or under his direction; and every such common carrier that shall fail or neglect to supply its freight cars with such couplers in accordance with said report shall also be liable to an action by any employe injured, or by the legal representatives of any employe who may be killed by reason, in whole or in part, of a defective or unsuitable coupler, Any such action may

be brought in any circuit or district court of the United States, within the circuit or district in which the injury occurred, or in which the injured person is, or the person killed was, a resident; or may be brought in any court of competent jurisdiction in a State or Territory; the amount recovered for damages in any such act shall not exceed five thousand dollars.

SEC. 6. That the board provided for by this act shall also make investigation and report, separately, whether other safety appliances for freight cars, especially automatic or power brakes, are feasible in the handling and use of such cars, and if the board shall so find, that it shall recommend what brake, or other safety appliance, it shall deem best adapted for use; such report to be subject to the further action of Congress.

SEC. 7. That the sum of — dollars is hereby appropriated to carry out the provisions of this act.

Old Versus New Locomotive Boilers.

In a paper read before the New England Railroad Club, Mr. H. L. Beach said: The question is often asked, at what age should a locomotive boiler be condemned? In answer to that I have to say that the safety of a boiler does not depend as much on its age as upon the material out of which it is constructed. Our locomotive boilers were formerly constructed wholly of iron. It was a great innovation when steel was substituted for iron, and it was believed by many of our best mechanics that steel could not be used successfully in the manufacture of boilers; but it has been found that steel can be made which has more of the qualities that constitute good boiler material than iron, and now all of our locomotive boilers are made of it. There have been many good boilers made of iron. There are iron boilers in locomotives in use to-day on some of our New England roads that are more than 30 years old, and they are good boilers yet. The first boiler built for a locomotive by the Hinckley Locomotive Works, more than 50 years ago, was cut up four or five years since, and then not because of its age or because it was defective. I understand there is a boiler in use to-day on the New York & New England railroad, which came out of a locomotive which was imported from England many years ago for the Boston & Providence road when the senior Griggs was master mechanic. There are other locomotives less than a dozen years old, which have boilers of iron that are hardly safe to be used. Some of these are being replaced by new boilers, and all the others which were manufactured about the same time are to have extensive repairs in order to make them safe. What

makes this great difference in the durability of these boilers? There are two reasons. One of the reasons is that 20 to 30 years ago locomotives were not required to perform so much work as they are at the present day and the boilers were not required to carry such a high pressure of steam. But probably the quality of the material out of which the boilers were constructed, was very much better in these old boilers than in the later ones. There is a greater variation in the quality of steel plates than in iron. When iron is reworked it improves the quality, but such is not the case with steel, and plates that are made in whole or in part of remelted scrap steel cannot be depended on as being the best for boilers. It is for the best interests of the railroads of this country to insist that the material for the boilers of their locomotives shall be made wholly from new stock. It is not economy to use poor material because it is cheap, and I am happy to know that most of the managers of our roads act upon that principle and purchase the best, realizing that it will be cheaper in the end.—*Railway Age*.

One of the most disastrous wrecks to the Atlantic & Pacific railroad occurred Friday evening, May 30, two miles west of its junction with the Sante Fe railroad. A train of double-decked cars loaded with some five thousand fine merino mutton sheep, on the way from California to the Chicago market, was wrecked by the breaking of a truck. Every car but two was destroyed, and about one thousand sheep killed outright. The Indians of the neighborhood worked all night skinning carcasses. They will have mutton for months to come.

* *

An experimental engine was a short time ago built for the Baltimore & Ohio Company by the Baldwin Locomotive Works of Philadelphia, with a guarantee that it would haul seven passenger coaches up a grade 117 feet to the mile at the rate of twenty-five miles per hour. The actual work of this engine not only shows that she can more than fulfil the guarantee, but can haul an additional car up the grade at the speed specified. The Company is well satisfied with her. She is a ten-wheeled engine with cylinders 21x26.

* *

The Union Pacific employees will stand by Dickenson to a man. None who will talk believes for a moment that Brinkerhoff will have anything but a temporary position as successor to Dickenson, and many are ready to name the man who will take the place of J. S. Tebbets, the general freight agent in that city, and formerly division freight agent in Kansas City.

Tebbetts went from Kansas City as the general passenger agent, but for some reason he was transferred to the position of general freight agent immediately after Monroe had been made assistant general traffic manager.

He is said to be a relative of Charles Francis Adams, the president of the road, and for reasons which the federation now organizing thinks sufficient, he has no right to any such preferment. The whole affair is creating a great interest in the outcome.—*Sioux City Times*.

Wanted a Family.

He strolled into a down-town oyster saloon yesterday afternoon with tears in his eyes and beer and other stuff in the deepest recesses of his stomach.

"I'm sad," he began to the man who didn't seem to have much to do, "and I want your assistance."

"You look as though you needed some assistance," said the oyster man. "and if you don't get out of here I'll give it to you."

"Sir, would you kick a man whose family has driven him from his own home?"

"Have you got a family?"

"I haven't now, and that is just what I'm doing here. I want to consult you."

"What about?"

"About a family. You see my old family has given me the cold shoulder and I want to get another family. Are you on?"

"I can't help you."

"Then you had better take your sign down."

"What sign?"

"Why that sign, 'Families Supplied.' A man who advertises to supply families and can't do it when called upon had better go out of the business."

And the man took a handful of crackers and slowly walked out of the door.—*N. Y. Dispatch*.

Where are the Other Fellows?

Rural—Who is that long-haired chap with the short stick in his hand, away up there near the band?"

Miss Hauton—That is Herr Nikisch, the conductor."

Rural—Well! well! But say! Where's the brakeman and the baggage-master? Don't they get a show at this kind of a racket?

Country Editor—"Conductor, could you manage me a pass over to Halifax?"

Conductor—"I'm afraid not. The days of the passover are done."



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THE "INDEPENDENT" ORDER OF RAILWAY CONDUCTORS.

Again has the "the mountain labored and brought forth a mouse," but this time it is a mouse of such infinitesimal size, such insignificant proportions and so entirely disproportionate to the preparations made, that it creates more than usual surprise. This "independent" association would be unworthy the slightest notice on our part, were it not for the dishonorable and dishonest methods of some of the men engaged in it. In the last issue of *THE CONDUCTOR* we gave some facts in regard to Messrs. Chittendon and Ostrander, and in another portion of this issue we give some facts in regard to the man who is now the president of this "independent" organization.

The men who are, and have been prominent in organizing this "independent" order, but a short time ago, were bitterly denouncing other men for appropriating, almost bodily, the title of the Order of Railway Conductors, yet they unblushingly appropriate it entire, simply prefixing, to it the word "independent" in order, if we are to judge by their acts, to call particular attention to their sycophancy to railroad officers. The writer has been accused of doing certain things to please railway officers and of being subservient to them regardless of the interests of employes; we have no apologies to make for anything that we have done, and we repeat that there should always be a friendly feeling between railway employes and the officers of railways and when this feeling is lacking through the fault of the conductors, no one will be found more ready to censure than *THE CONDUCTOR*, but we do not believe that friendly relations should be maintained at the expense of the manhood of the employe, and whenever any employe, whether he be a conductor, trainmaster or superintendent, sacrifices the interests of his fellow-employes or of those under him, merely to maintain friendship with, or curry favor from superiors, no one will condemn quicker than *THE CONDUCTOR*. We challenge any man on earth to

show any such spirit on the part of the writer or a word or action looking towards it. We have, by force of circumstances, been compelled to take part in differences between the Order and its members and other associations, but no one can say that we have ever urged that certain action should or should not be taken because "superintendents who are members will withdraw," or because "we will lose the friendship of the railways." In the published reports of the organization of this "independent" order, we find the division that boasted of "five superintendents who would withdraw" was on hand, while superintendents Nash and Griffiths took an active part. It is not to be understood that *THE CONDUCTOR* condemns Messrs. Nash and Griffiths because they are superintendents, nor yet because they wish to leave the Order and from its previous knowledge of Nash, *THE CONDUCTOR* believes that he has taken the honorable course and withdrawn from the Order before engaging in a futile effort to injure it; if he has not, we shall be very much disappointed and surprised. We are not surprised that Wheaton should act dishonorably as that is the most prominent characteristic of the man.

We can readily understand why on some roads, superintendents should deem it somewhat inconsistent for them to retain membership in the Order and act in an official position at the same time, for under some managements no man can fulfill his obligations as a member and comply with the wishes of the management, and we admire the member who, in a letter to this office says, "I must withdraw, for I feel that under the present circumstances, I cannot do my duty to both the members of the Order and the company as an officer." We are not surprised that some officers should endeavor to form an association and injure the Order; it merely demonstrates that their interests are not with the conductors so much as in other directions. It is too, a notable fact, that

the opposition to the Order of Railway Conductors comes almost wholly from railway officers or from members who are directly influenced by officers, and in many instances, from officers of roads that have used the Order and forgotten its existence as soon as possible thereafter.

Among the "prominent" men who assisted the superintendents in New York the other day, we note J. Y. Levensgood, President of the "Passenger Conductors' Life Insurance Company." For some time past, Mr. Levensgood has been trying to find a society or a lot of conductors who would buy or take as a gift his "Life Insurance Company." He tried to induce Howard of the B. of R. C. to take pity on his orphan, but failed, and now wants the "independent" superintendents to do it. The history of the Philadelphia Insurance as it was popularly known, is too recent to need repeating, suffice to say, that some of its officers and members commenced an attack on the Order; it held but one annual convention afterward and for the past two or three years, Mr. Levensgood has been trying to find some one that would add a company to the "valuable" charter he holds as "President of the Passenger Conductors' Life Insurance Company." A member of the Benefit Department came to the office of the Order about two years ago and when he paid his assessment said "I am going to drop my insurance as it costs too much." He was asked where he could get cheaper insurance and answered "Almost anywhere, the Mutual Aid and Benefit or the '*Philadelphia*.'" He was shown the report of the M. A. & B. and the status of the Philadelphia, and was astonished. "Why," said he, "I came west on Bro. Levensgood's train last week and he told me that the order insurance was costing more than any other, and that he was going to drop out of it right away, and he said that the Philadelphia was a good deal the best and cheapest." When our readers are informed that Levensgood *was never a member* of the Order insurance, they will better appreciate the anecdote.

The report of this organization says, "the committee reported in favor of calling the organization the 'Independent' Order of Railway Conductors, and practically adopted the ritual of the old order." Thus they start out with the declaration that they either lack originality enough to find a name without stealing ours or else that they adopt ours in the hope of deceiving some one and thus profiting by the reputation of the Order of Railway Conductors. By the adoption of our ritual they confess that they have not among them ability enough to originate a ritual, but must also steal that. It will probably be the same with their laws; they will take a copy of our constitution, insert the word "independent," and have a

full set of laws to start with. We find by the further report that C. S. Wheaton was "unanimously" elected president, and that he is also secretary, treasurer and executive board, and this fact alone dissolves all feeling of resentment that we might otherwise have against the seceders; with Calvin Selah at the front, and with no controlling power over him, their punishment will be hard enough without any effort on the part of any one else; it will more than "fit the crime."

It is further stated in this report that Mr. Wheaton was opposed to making any change in regard to the strike clause at Rochester; Wheaton himself alleged as a reason for the withdrawal of his name as a candidate for re-election; that he could not be a candidate on account of the "change of principles," and this is being paraded in the public press as convincing proof that he is a strictly honest, conscientious man, who would sacrifice every personal advantage rather than do violence to his convictions. There lies before me as this is written a letter dated March 8, 1890, in his own handwriting and *uncopied*, with the well known signature, in which occurs the following: "I do think we ought to 'get rid' of the strike clause," and particular attention is called to it by its being underscored. It was written to a man whom he knew to be in favor of "getting rid" of it and who lived in Texas. Further along occurs this sentence, written while the strike clause was yet in effect, before it had been stricken out, and while he as Grand Chief Conductor had taken a solemn oath to enforce its laws: "I HAVE BEEN WORKING ALL THE YEAR JUST AS IF NO STRIKE CLAUSE WAS IN THE RITUAL."

The fact is, that for the past six months he was working very hard for a re-election, and when with those who favored "getting rid" of the strike clause he was in favor of it, and when with those who was opposed to it he opposed, and he is on record on both sides in at least a dozen places, and when publicly charged with it in the meeting at Philadelphia and also in the Grand Division, he did not dare deny it; had he denied it in Rochester, the letter above quoted from would have been presented to the Grand Division, as the member to whom it was written was present, and wanted to read it anyway, but was persuaded not to do so, because it would be "kicking a man who was down." He was then, and has been all the time, "anything to get the coon," and it was only when he found that his election could not be accomplished by any possibility that he made virtue of necessity and assumed the roll of a martyr to his convictions and "could not accept on account of change of principles." It has been generally assumed that *all* those who were with the minority on the strike question were in favor

of Wheaton's re-election, but this is not true. A large majority of the "66" were more bitterly opposed to Wheaton than to the repeal of the "strike clause," among them such men as Bolles, Evans, and many others, who perhaps would prefer not to have their names mentioned.

Another feature with many of the seceders, illustrative of the honor (?) of some of them is the fact that they propose to retain their membership in the insurance of the Order of Railway Conductors while they are making their Brobdingnagian efforts to destroy the association itself. They expect to retain the financial benefit while acting the part of traitors and after having violated laws that they have sworn to obey. In this they are reckoning without their host, and they may rest assured that those who were active in procuring the incorporation of the Order under the laws of Iowa, did not leave it in a situation so that it could be compelled to sustain its enemies. When the proper time comes to act, action will be taken that will demonstrate to all such dishonorable men that "the best laid plans of mice and men gang aft a'glee."

VALE MR. CORBIN.

We note by the papers that Mr. Corbin has resigned the presidency of the Philadelphia & Reading, and that Gen. Manager McLeod is to be elected to the place. Those who weep over the retirement of Mr. Corbin will be very few and far between. Under his presidency, the road has continued the policy inaugurated by Mr. Gowen, of persecuting its employes and interfering with their private rights. Whether this policy will be continued by Mr. McLeod or not, is a question for the future. We believe, that if the matter rests with Mr. McLeod, that there will be a material change in the policy in this respect. It is however, somewhat doubtful as to whether the president has any discretion in the matter and we should not be very much surprised if it should prove that even Mr. Corbin was not really to blame for the matter, and that he was merely carrying out the orders of his superiors; if this is the case, then no improvement may be looked for, and whether or not he was primarily at fault, Mr. Corbin must bear the blame for the persecutions and petty tyrannies inaugurated during his management just as president McLeod will have to shoulder the blame if the policy is continued. We believe that Mr. McLeod is not the kind of a man that will willingly continue the present state of affairs on the Reading, still, if our memory serves us correctly, Mr. Corbin was well liked during his management of the Long Island, and at that time no one would have thought of accusing him of

any tyrannical abuse of employes. Opportunity some times develops traits of character in men that has never been suspected. Mr. R. B. Cable has the reputation of being a fair man who endeavors under all circumstances, to be just to employes under him, yet if he used language that is attributed to him in carrying out Whiskerandos Bonzano's order, he is becoming tainted with the Reading infection and if correctly quoted, has used language that would do credit to Bonzano himself. None of Mr. Cable's many friends will blame him for enforcing an order issued by his superiors, but if he does it in other than a gentlemanly way and with the use of undignified threats, his past record will not retain for him, the present friendship of the many conductors who know him.

CALVIN "SELAH."

While this article appears in the editorial department of THE CONDUCTOR, I wish it distinctly understood that it is *not* properly editorial, and that the person who bears the name signed to it is wholly and solely responsible for it and the singular personal pronoun will be used instead of the editorial "we."

It is a common expression among mankind in expressing astonishment at any unlooked for event that "nothing in the future can astonish" and I have several times used this expression in relation to actions of the man whose predestinarian, restful patronymic adorns the top of this page, and used it in all sincerity, but notwithstanding the fact that over a year ago I predicted that in case he was not re-elected Grand Chief Conductor of the Order, he would use his best efforts to be made the leader of a group of secessionists, and notwithstanding the fact that his talk and actions at Rochester were all confirmation strong as holy writ of the prediction, I must yet confess to a slight feeling of surprise, that the man, knowing as he knows, the indisputable evidence of his raciality, that is on record in his own handwriting as well as in various other ways, should take any chances of having it made public, and the only hypothesis on which I can assume his action to be based, is that he thought if he would again "humbly apologize" and promise "never to do it again," that this, with the addition of the prayers of others "not to persecute an unfortunate man when he is down," would have the same old effect and persuade myself and others to "let the matter go just once more." If his action is based on any such hope or expectation, he will soon learn that it is futile.

It would be better for some reasons that the facts herein narrated should come from some oth-

er pen than mine, while on the other hand, there is no other who is quite so well informed as myself. I wish to borrow, by way of illustration, the simile used by a member from El Paso, in illustrating the situation. I find that I am in the situation of a man who has been in bed with a small pox patient for the past three years, and I have believed that circumstances required that I should subordinate my personal interests and feelings in the matter, for what I have in the past thought to be the best for the Order and its members. That I was then mistaken I am now free to admit; that those who, at New Orleans, at Toronto and at Denver, urged that the cancer be lanced, were right, and myself and those who sided with me, wrong, seems to me now to be beyond contradiction; that when I used what little influence I might have possessed against his removal, and urged the Executive Committee not to take such action, on account of the scandal it would occasion and the injury I believed it would do, I was blindly working ill to the order, I am now, by the force of circumstances, compelled to admit. That some members who urged that he should be removed, are now joining him in a Quixotic crusade against the order, and are willing to accept him for the Moses that is to lead them, is one of the things that is a little "pecoolar."

There is so much crookedness in the entire career of the man Wheaton, that it is difficult to say just where it commenced. So many things that at the time of their occurrence were supposed to be mere errors of judgment or a lack of discretion, that in the light of subsequent events are proved to have been intentional falsehood and dishonesty. So many singular occurrences for which, with the entire confidence then existing, his word was taken without any question. The first "peculiarity" that I now remember, was his absolute and invariable habit of making some one else responsible with him for any act that might possibly be questioned. He would invariably consult some one before acting, and then in accounting for it would say, "after consulting with — I did" so and so. A particular instance of this occurred when the Grand Division first authorized the employment of a clerk. Calvin had made the acquaintance of a stenographer at Indianapolis, and seemed to think that this was the only one that could acceptably fill the position. In reply to his letter asking if a position in his office would be accepted, the stenographer replied that the position would be gladly accepted at a salary of \$50 per month. Calvin "consulted" me in regard to it and said that he thought he would offer \$60 per month. I objected very strenuously to any such a proceeding and asked him if he would

do the same if he was paying the clerk from his private funds. He seemingly acquiesced in the objection, but the stenographer was employed at a salary of \$60. A little later it was raised, first to \$70 and later to \$75 per month, in both cases after "consulting" me, and in both cases against my remonstrance. When his report was made to the Grand Division he said, "after consulting Bro. Daniels I employed — at a salary of \$60 per month, and after consulting Bro. Daniels the salary was raised to \$70 and \$75 per month." Not a word about my objections, and while the words were literally true, he told as direct a falsehood as if he had said in just so many words "with the approval of Bro. Daniels." Thinking this but one of the idiosyncracies with which great minds are sometimes afflicted, and loth to do or say anything that would in the slightest degree tend to create any ill feeling, I said nothing and accepted a full share of the responsibility. This course has been consistently and persistently followed by Wheaton during the entire term of his office, and I have, as I am now fully satisfied, blindly and mistakenly permitted it and permitted myself to be burdened by responsibility for every single act of his upon which there was the slightest criticism, while on anything that met general approval he has without hesitation, assumed the sole responsibility even though in many cases, he had not the slightest connection with the matter. He has repeatedly sold out the interests of members of the order in a vain endeavor to win favor for himself with railway officers. This has often been asserted by some members but has heretofore generally been assertion only. One instance, when he was called to Topeka to go with a committee there to see Mr. Sands, he was advised by the committee that they had been fighting the matter of guarantee bonds for over a year and distinctly instructed that they would not listen to any bond proposition that did not include a proposition for a salary in some degree commensurate with the responsibility and arduous nature of their services. After arriving at the office building he was called aside and again impressed with the wishes of the members in the bond matter. After entering the office, the moment the bond question was introduced by Mr. Sands, he said, "that is just what I have been trying to tell them; they ought to give bonds." He came to Cedar Rapids and told me that Mr. Sands had asked the men to file applications for bonds, that no one would be discriminated against on account of failure to get a bond and that in the course of three months the question of wages would be taken up and he would promise them that the pay for passenger conductors would be made not less than \$150 per month and probably

more. He told this same story in a Union meeting held in Chicago a few days later and repeated it on several other occasions as will be proved if necessary. The facts are that no promise whatever was made by Mr. Sands, except that he would try and have the collectors taken off. The Company had only wanted an excuse for removing the collectors, and were looking for a way of getting easily out of an experiment that they had found disastrous, and thus through the treachery of the Grand Chief Conductor of the Order, members were virtually compelled to perform additional labor, assume additional responsibilities, and accept increased chances of dismissal without a single cent in increased compensation.

After the Executive Committee had begun to learn something of the character of the man, I was directed by them to accompany him to interview the officers of the "Q" and see that he did not sell them out there. In an interview at which Messrs. Stone, Ripley, Eustis, Wheaton and myself were present. Mr. Ripley gave an outline of what was wanted of their passenger conductors, and his ideas of what was necessary to bring about his ideal of passenger service. I said to him, "you must not overlook the fact that the question of pay is the most important factor in this matter, and that you cannot expect to reach your ideal until you pay conductors a reasonable salary." Wheaton interrupted with, "the question of pay does not enter into the case now at all," and as a consequence I withdrew from the matter entirely, went home that night and reported the facts to the Chairman of the Executive Committee.

I did not believe it would be beneficial for the members to have a dispute occur between the Grand Chief Conductor and myself on that question and I would not be connected with anything in the way of treachery to members and their interests. Wheaton admitted the truth of the above statement before the Executive Committee at Rochester, and in the presence of Brother Ed. Hamilton, the only defense or excuse that he made was that he "didn't mean anything," and thought it was for the best interest of members." He gained nothing, for men with ability enough to hold such positions on railways, see through such men as Wheaton and his efforts, and later, when he asked Mr. Stone for a position, the latter had no place for him. He has been usually sharp enough to have no witnesses to his treachery for it was his invariable custom to say to committees, "it will be better for you to wait until I can see Mr. — alone," and he would leave them outside while he betrayed them in secret.

When the matter of the order by Bozano to his

men to withdraw from the Order, was taken up, he asked that the Board direct Brother Evans to accompany him to New York to see Mr. Corbin as he wanted some one present so that there would be no room for suspicion of anything on his part that was not straightforward. The Board did so direct and Brother Evans went to New York with him but when he saw Corbin he was alone and Evans was at the hotel.

When the Order first tried the experiment of paying his expenses, the office being located at Cedar Rapids, he included in his bill his board at Cedar Rapids. The Executive Committee refused to allow this as the law provided that his "expenses should be paid while traveling in the interest of the Order" and not while at the office. He was very indignant, but later boasted that the Executive Committee allowed his expenses not only at Cedar Rapids but at Elmira, although they didn't know it. He was at one time on a train on the N. Y. C. when the conductor had some dispute with a passenger. Wheaton gave his card to the passenger and said, "the conductor is wrong and you should report him; if you do, and want any evidence, refer to me." The passenger did report the conductor and referred to the Grand Chief Conductor of the Order, repeating what Wheaton had said to him. Mr. Burroughs sometimes uses a little profanity and it is said he heartily emphasized the language in which he expressed his opinion of Wheaton's conduct in this instance.

What a spectacle for the Grand Chief Conductor to object to the reading of a letter in the Grand Division said to be written by him, because it "would injure him," and he did not know what the letter was, either, but with the guilty consciousness of having written numerous letters betraying those whose money he was taking, he "objected" to its reading. When openly accused of dishonesty in a union meeting at Philadelphia, he did not dare to deny and ask for proof, but prudently kept his mouth shut. When openly accused of falsehood in the Grand Division, by stating in his report that he had procured the reinstatement of Brother Chas. Cornelius, he did not dare deny it or even to make any excuse. While the Order was paying his expenses, he charged them with his expenses in attendance at meetings of the Y. M. B. A., of which he was a member, also for his expenses while attending conventions of the Philadelphia Passenger Conductors Insurance. How he gained admission to the latter has always been a question, as he never was a passenger conductor, although he prates glibly of his "experience" as a passenger conductor. The only passenger running he ever did was

to run a few extras or run extra for some regular man who was off for a trip or so. He invariably has charged the Order for "transfers" in Chicago, although for five years has had an annual pass from the Parmelee Company, which, by the way he kept, in company with eleven other annual passes, when he started to keep the appointment in Massachusetts, that would prevent his attending the meeting in New York. The climax in expense bills was reached in the spring of 1888, when a bill was presented containing the following:

"Incidentals, including porters' fees, newspapers, treating congressmen and senators and used to push the bill, \$50.00" and this when the same bill contained items for messengers, telegrams, postage, papers, envelopes, transfers and every item that any one could think of as coming under the head of incidentals except the "treating" part. This bill I declined to pay and held it for the Executive Committee to pass upon; it was followed by a second with the following item:

"Incidentals, including carriages, messengers, newspapers, extra postage, and small amounts that could not be kept track of including congressional influence and *general shortage after cleaning up and counting all shortage, \$75.00,*" and this too, when the bill contained itemized charges for all incidentals like the first one. This too was held for the Committee, who after a careful examination, unanimously decided that the bills were dishonest and fraudulent but that it would be better under the circumstances to pay them than to give opportunity for the scandal that would ensue if the matter was made public, but they gave the Grand Chief Conductor a thorough overhauling: They like myself were wrong in their idea of condoning crime with the hope of preventing injury by its exposure.

One member of the Executive Committee that made the above decision has used every effort to induce members to leave the Order and send delegates to the meeting which "unanimously" elected this man its president and entire executive board. To relieve myself, I requested the board to adopt the following, which was adopted at the regular meeting in 1888:

Resolved, That it is the opinion of the Board that under the laws of the Order, the intent and meaning is, that each officer shall be held personally responsible for expenditures of all kinds made by him individually, and that the joint responsibility is only intended to cover expenditures that are jointly made outside of any provided for by law.

Saturday morning, Feb. 25th, 1888, he came into my office and said "The engineers on the "Q" are

going to strike: what had we better do?" I replied, "do nothing it is none of our business." He insisted that we ought to do something but I declined to discuss the matter further with him and he went out. In the evening he came in again and repeated his opinion that something ought to be done, and asked me to come down the next day, (Sunday) and talk the matter over. The next day I took special pains not to go to the office and about five o'clock in the evening, he telephoned and asked me if he had not better telegraph to divisions on the line of the road and give them instructions, and also to notify the officers that the members would stand by them. I replied "No, not by any means; you have no business to interfere and you have no right to compromise the members by pledging their services to the company; let them alone and let them act for themselves." Later I learned that the telegrams had been sent before telephoning to me, and a little later came the same old chestnut, "after consulting with Bro. Daniels." My connection with the "Q" strike after that was in behalf of those members of the Order and the Order itself that had been dragged into this strike by the Grand Chief Conductor, who as soon as he learned of the opposition on part of members, got frightened and endeavored to sneak out of the responsibility, and only mentioned the strike in his report at all because he was told that if he did not, the whole truth would be told; then after arriving at Toronto, the first thing that he did was to make a bargain with certain of his friends by which he was not to read his report and was to aid them in placing the whole responsibility upon me. The only thing that prevented the consummation of the bargain was that he did not have the necessary ability and was entirely outgeneraled, confessing himself, afterwards that certain things came to him unexpectedly and surprised him as much as "a slap in the face." He made several absolutely false statements at Denver in his pitiful whine for charity and a gift of a thousand dollars, and I have been severely criticised for permitting them to go unchallenged but those who criticise must certainly acknowledge that I would have been in a peculiar position had I precipitated a "racket", because of reflections upon myself after urging others not to make any trouble but to let the matter go and give the Executive Committee power to prevent serious mischief bearing "the ills we have" for one short year, rather than "fly to others that we know not of," but no one is now more thoroughly convinced that I was wrong than myself.

During the "investigation" held by the Grand

Chief Conductor on the complaint of Mr. Woodward then superintendent of the "Monon," to which employes of the road were summoned by the aid of Mr. Woodward, the testimony taken was transcribed making a volume of some 200 or 300 pages of manuscript. Soon after it was finished, Wheaton cut out some 40 or 50 pages containing the testimony of Geo. W. Howard, then a member of the Order, with that of some others, and sent them to an employee of the Monon Company, and to my knowledge, they have never been returned. Mr. Woodward called upon me at the office (then in Chicago, and asked to see the testimony taken. I informed him that I could not let him see it. He then informed me that Mr. Wheaton had told him that he could see it any time that he called. I replied that while Mr. Wheaton might show it to him, I certainly should not. Some time later Howard wrote to Wheaton saying that Mr. Woodward had seen the testimony given by him, (Howard) and asking him how it came about. Wheaton's reply to Howard, a copy of which is on file here, was that he did not know, as it had never been shown to any one unless Daniels had shown it, and it had never left the office. This will probably be the first information that Mr. Howard receives, as to how Mr. Woodward came to see the info testimony, and it will also inform Bro. Cutter how the stenographers "gave away" the testimony.

Wheaton is an ignorant, bigoted, bombastic man, over-rated very much by a few others and very much more by himself. He has the merit of being the most illiterate man that ever served in any position in the Order: He is always "curt-chew-us" (Though he knows less of the virtue than he does of the pronunciation of the word,) to any one that he thinks can aid or injure him, that is to their face, civil when he wants a favor, overbearing and insolent to any one that he thinks cannot injure or aid him. As an instance see him on his knees begging the support of Chapman, Forker and others at New Orleans, and using as an argument the fact that if defeated he would not have money enough to get home with, and when his persuasion failed, assailing them with foul-mouthed abuse and threatening to "make life a burden for any one who should succeed him."

I had been pledged for six months previous to support him, and the exhibition there, made me firmly resolve on two things, the first, never to again vote for him under any circumstances; and the second, never to pledge myself in advance to any man. Behold him again after his election, the great "I am" scarcely deigning a civil word to any one. He was then the Grand Chief Conduc-

tor and wanted no votes for three years. Note the report made to that Grand Division and see the "please vote for me" in every line, and the absolute absence of a decided position in favor of anything that he had not carefully canvassed and found supported by the members. For more than three months before the meeting, his whole time was devoted to electioneering, and his correspondence was given up to pleadings for support; the lists of "supporters" and "opponents" that was made by him during that time, would discount any ward politicians pre-election estimates by long odds.

His whole career has demonstrated his inability to do anything except to use a little grandiloquent language and make a reasonably fair address, though practically the same address is made to do for all occasions and when any one has heard him once he has heard all that he has to say. In his effort to use many-syllabled words, he not infrequently rivals Mrs. Partington. A fact that is well known to all who are at all familiar with the history of the Order, and his connection with it, is that not a single thing has ever been done by him that has met general approval or benefitted the Order, that has not been first suggested to him by some one else, while on the other hand, not a single thing that has met the general disapproval of members and caused dissatisfaction in our ranks but has been proposed by him and carried out against the advice of others from the "black-list" editorials to the present time. He has on numerous occasions, precipitated something against the advice of others and then when he began to feel the effects of it, with the cowardice inherent in his nature, endeavored to shirk the responsibility and called on others to "help him out" just as in the "black-list" case, and as in the "Q" strike, and when he is taken to task, he does not hesitate to disclaim all connection and accuse some one else of doing it under his name, just as he tried to make Division 183 believe that a letter written by him personally to their Secretary, was written by me over his signature.

The above is but a hasty sketch of a few of the many acts of his official career, and they can be added to almost *ad infinitum*. Every thing stated above is susceptible of proof and such proof will be forthcoming whenever called for. Who has not heard the man indignantly deny that he "ever offered the services of members in case of a strike", but proof that he has done so is on file here in his own writing.

I do not care to bring into the matter, anything of a personal nature, though free to admit that I am just as likely as any one to be biased by per-

sonal feelings and perhaps more so than many and I will not, now at least, give any of the many instances of his false accusations against me personally, nor of the many times that he has confessed himself either a fool or a knave or both, and "humbly apologized" for his acts, only to go out and repeat if he thought there was a chance to do so without being detected.

For myself, in all my connection with the Order as a member or in an official capacity, the only thing that I am heartily ashamed of, is the support that I have given this man in the past, the many times that I have urged others to excuse his wanton neglect of duty, the many excuses that I have offered for it in his behalf and my own neglect to promptly make public his treachery and dishonesty when I first became convinced of it.

WM. P. DANIELS.

SAFETY APPLIANCES.

We give in this issue of *THE CONDUCTOR*, the text of two bills now pending in the United States Senate compelling railway companies to equip all rolling-stock used in inter-state commerce, with automatic couplers and power brakes and invite the careful attention of not only members of the Order and conductors but trainmen generally, to them for the purpose of comparison. The matter of compulsory legislation in regard to couplers and brakes, originated in Michigan some years ago by the enactment of a law compelling all roads in that state to adopt an automatic coupler; this was followed by Massachusetts, with a law giving the railway commissioners power to direct in the matter. In regard to this we may be in error as it is something that we have not investigated and we simply state our recollection of the matter. The next in order was the preparation of a bill in the office of the Grand Chief Conductor which was presented in the New York legislature and with some amendments, became a law. Next followed Iowa with the bill prepared by Mr. Coffin. The writer has always been and now is, opposed to any state legislation in regard to either couplers or brakes (as well as any "license" legislation) by states, believing it to be productive of more injury than good from the fact that it is likely to lead to a diversity of appliances that would make the life of trainmen more hazardous than with the old link and pin couplers and hand brakes. When the matter was taken up by members of the Order in New York, we did not feel that it was any of our particular business and that we ought not to enter the State of New York and oppose members who were laboring for the enactment of this law, even though a large number of members in that state were also opposed to it, and we

replied to all inquiries by saying that while opposed to the legislation, we did not deem it best to make any opposition to it, particularly as the Grand Chief Conductor had been laboring for it and had appeared before legislative committees at Albany, in its behalf. In Iowa, believing that any opposition on the part of the writer would be imputed to other motives than a desire to advance the best interests of trainmen, we made no opposition and it is very apparent that opposition on our part would have had no effect upon the result. The matter was urged by Mr. Coffin with the approval as we understand, of the B. of R. T. In this connection we wish to say that some time since, the writer through misinformation, charged Mr. Coffin with being pecuniarily interested in a patent for an automatic coupler and that this was the reason for his earnestness in the matter of legislation; upon learning that we had been misinformed in regard to that gentleman and that language said to be a quotation from Mr. Coffin had never been used by him, we promptly acknowledged our error and wish to repeat here, that while we have differed with Mr. Coffin as to the best methods to be pursued, and believe that in laboring for state legislation, he has not benefited one cent's interest in any coupler or brake of fitted trainmen in the least, we sincerely believe that he is actuated only by an honest, earnest desire to better their condition, and that he not only any kind, but on the contrary is spending his own money as well as time without hope of any pecuniary reward, and we can further say that in our opinion, he is now on the right road and in asking national legislation, has taken the only path that will be of any benefit to us.

It is more dangerous to couple an automatic and an old fashioned draw-bar together than it is to couple two old ones. When two automatics of different types come together that do not couple interchangeably it is more dangerous than it is to couple two old fashioned couplers together. With the present interchange of cars, it is absolutely necessary that couplers and brakes be uniform, or at least nearly enough so that all that are in use in the United States will couple automatically. If under the different state laws New York adopts some link and pin automatic coupler and Iowa adopts the vertical hook type, the present danger to trainmen is increased: should the Northwestern adopt one type and the "Q" another, and so on, it would still further increase the risk of physical injury to trainmen. In the opinion of *THE CONDUCTOR*, the only way to provide for safety is by national legislation, compelling the use of a certain type of both brakes and couplers, and in this respect we believe the bill introduced by Mr. Cullom to be a better one

than that drawn by Mr. Coffin and introduced by Mr. Allison. The latter bill was endorsed by a very large majority of the members of the last Grand Division, but they were not informed at that time that there were other bills pending. We wish it distinctly understood that THE CONDUCTOR heartily approves this latter bill, and if nothing better can be enacted will give that our hearty support; at the same time, we believe that Mr. Cullom's bill removes some of the objections that can be urged against the other, and that it will meet with less opposition and be more certain of giving that uniformity that is absolutely necessary in order to receive the full amount of benefit.

We believe, however, that Mr. Cullom's bill should be amended so that it will compel the appointing power to recognize the vast army of railway employes who daily use these appliances, and place it out of the power of the President to appoint as members of the board provided for in the bill, any who are not actually practical railway men, and it should distinctly provide that at least two if not three members of the board shall come from the ranks of the men actually employed in train service. We believe the bill should be amended to read, "shall have had not less than five years' experience as a brakeman, conductor or engineer on railways within the United States." The bill now provides that three members of the board "shall have practical knowledge of the operation of railroads," but we have learned by experience that under this language men may be appointed who know as little of train service and requirements as we do of the Chinese language, simply because they may have, at some time, been indirectly connected with a railway.

This is a matter that we think members of the Order should consider and discuss, not only among themselves, but through the columns of THE CONDUCTOR. It is something on which the B. of L. E., B. of L. F., B. of R. T., S. M. B. A. and the Order should be able to "federate" without any articles whatever; there should be unity of opinion among them all, and we certainly cannot see how any can oppose or fail to energetically support any legislation that gives promise of bringing about the desired result. Our personal preference is for the Cullom bill, but we will cheerfully waive that preference and give the mite of our support to the other, if trainmen and employes can be more united in its support than that of any other. There is yet time to have this legislation enacted by this session of Congress, if we will all go to work. Let every member and every employe in railway service read the two

bills presented herewith, make up his mind which he prefers, and immediately write to the Congressman from his District and the Senators from his State, saying that while the employes do not wish to impose any unreasonable hardships upon railway companies, nor to ask any legislation that will be unjust to them, that they do insist on some protection to life and limb for themselves as well as for passengers; that you believe the bill presented by Mr. — is preferable; that you demand the enactment of one or the other, and that unless he makes an earnest effort to have one of them passed, he will hereafter meet the solid opposition of the railway employes. Lay aside your politics for this occasion, and work for your wife, your baby and your own life and limb.

We quoted in the last number an article from *The Railway Age* in opposition to legislation of this character, and characterizing as folly any undertaking to compel railways to equip their rolling stock in "a year or two." The efforts of *The Age* to create a prejudice against such legislation by incorrect statements should have no effect with employes, and, so far as we know, no one has proposed to compel them to equip in "a year or two"; certainly the employes do not, and the shortest time that we have heard mentioned is five years. While employes are not asking that railways provide the safety equipments "in a minute," neither do they propose to take the unsupported assertion of "one railway manager," that it "would take ten years"; if a careful investigation should show that ten years is not an unreasonable time, the employes and the railway employes' associations will not object to it, but they know that the statements of railway managers, as well as other people, are *sometimes* slightly biased. If a competent board, after looking into the matter, shall say "ten years," we believe we can speak for every association of railway employes in saying that no one will object; if the board says five years, will railway managers accept it as cheerfully? We do not believe that ten years is required or is necessary, and we do believe that every road handling inter-state traffic can have its stock fully equipped in five years without hardship, yet we are willing to yield cheerfully if competent men decide otherwise. No one wishes to enforce the reform too rapidly, neither should we sit still and see it postponed indefinitely because life and limb is cheaper than safety appliances.

STANDARD TIME.

The Official Railway Guide in a late number, commenting upon the statement of the Astronomer of the Cincinnati Observatory, who asserted

that the adoption of standard time "entails endless perplexities," asked its readers to communicate to its office, any "perplexities" occasioned by the use of standard time. In the next number, *The Guide* says that up to that time, not a single instance had been reported and augurs from that fact that "perplexities" must have existed only in Astronomer Porter's imagination, or else were "discovered by the aid of a telescope, and that they exist upon some of the heavenly bodies" instead of this mundane sphere.

This is to notify Mr. Allen that THE RAILWAY CONDUCTOR has a complaint to make and that it has been "perplexed" on more than one occasion and in more than one place: THE RAILWAY CONDUCTOR can't always think in time and know exactly how it is that a train can leave a certain point about an hour before it arrives there. On one occasion we strolled leisurely up town to pass the hour of waiting, only to learn later that "standard time" was to blame for our being left and that the train had left on "eastern" time, almost before we were outside of the depot on "central" time. It is true that THE RAILWAY CONDUCTOR should not be perplexed and that it should be well enough accustomed to the present standard to enable it to avoid any "perplexities" whatever, but "facts is facts" and THE CONDUCTOR often finds people who are unaccustomed to travel, who are seriously perplexed by this hour of difference in time. THE CONDUCTOR freely admits that the use of standard time is a long step in advance of old methods, and that its adoption reduced the number of places where those perplexities are liable to occur to a few points instead of innumerable ones, and it also freely admits that two standards of time in use at any place is a very great advantage over the use of half a dozen, but it will not be entirely satisfied until we have but one standard for the whole United States, at least so far as railway service is concerned. Why cannot one standard time be used in the little portion of the globe occupied by the United States as well as a single standard on that large portion of it occupied by sea and why is it not just as reasonable too for ships to change their time one hour when they cross, (for instance) the fortieth meridian as for trains to change when they cross the eightieth. And would not the hour "by any other name" answer every purpose?

THE CONDUCTOR breaks its fast at 6:30 a. m. but it would be just exactly as satisfactory if that particular time was called 5:30, 7:30 or any other time that would give us the satisfaction of knowing that when we partook of that meal it was just 5:30 or 7:30 a. m. in every portion of our country, and if that hour was called plain 5:30

or 7:30 without the "a. m.", and we could "homerward wend our weary way" at 18:00, or 16:00 or anything from 1:00 to 24:59, we would be firmly convinced that the acme of convenience had been reached so far as time notation was concerned, and we shall always think that we are behind the spirit of the times until that state of perfection is reached.

THE ILLINOIS CENTRAL.

It is rumored as we write this, that the strike of the employes on the I. C. has been settled. Superintendent Russell retaining his position, but deprived of the authority to dismiss any one.

With our present knowledge, we cannot but think that the employes acted hastily and without using good judgment. Before censuring them, however, it is but just that the full circumstances should be taken into consideration, and there is no railway employe in the world who does not know that it is in the power of a petty officer on a railway, to persecute the employes in many ways that cannot be distinctly specified, and that if he feels so disposed, he can keep the employes in hot water all the time without giving them any opportunity to make any definite charge.

This seems to have been the case with Mr. Russell: A general disposition to tyrannize over those under him; to make them understand that he was the ring master, to the crack of whose whip they must dance: That the employes had no rights or feelings that he was bound to respect.

The great error of the employes, seems to us to have been that they acted hastily in striking without making a sufficient effort to have their troubles remedied without a strike, and in refusing the request of the officers for fifteen days in which to investigate. Had this fifteen days been given, the employes could have availed themselves of it, to present further evidence and make their case stronger. It is not likely that Russell would have been dismissed after the fifteen days as he appeared to be Herriman's man who is only waiting a decent time to oust Mr. Beck and make Russell general manager, but their case with the public and other employes would have been much stronger.

Mr. Russell claims to be a "good" man, and, of course, he ought to know and be able to decide without any bias. He cites the fact that he has been employed by a large number of roads to prove beyond question that he is a good man and that his services are so extremely desirable that the principle roads are engaged in an energetic struggle as to which shall have them. As a *general rule* frequent changes of employers is not the *best* of recommendation for an

employe and it is *sometimes* the case that a man changes his employers frequently because for some reason he *cannot* stay very long with any, probably however Mr. Russell is the exception that proves the rule.

He farther asserts that each change has been to a better position: If *this* is true, the position of Division Superintendent on the I. C. must be an extremely desirable one, and we do not blame Mr. Russell for wishing to "hang on". Starting with an official position, making a dozen changes more or less, inside of three or four years, each change being to a *better* position, and winding up as a division superintendent would naturally lead one to think the *betterment* must have been by infinitesimal degrees, or that its better to be a superintendent on the I. C. than president of the U. S.

Mr. Russell may be a man who will profit by his experience of the past few days, and if so, the strike will not have been in vain. If, however, he is inclined to be vindictive, nurses his wrath to keep it warm until he supercedes Mr. Beck, and then attempts to take revenge, the I. C. has, probably not seen the last of its trouble.

DANIELS ON WHEATON.

The New York World of Monday says it was reported there that the Order owes Wheaton a large sum yet on his salary. Mr. Daniels says that there has not been three months during the the past five years that Wheaton has not had his salary from one to three months in advance and that he has defrauded the Order on expense bills. There is evidently a racket on hand.—*Cedar Rapids Gazette*, June 25.

The report that Mr. Wheaton had not been paid all his salary by the Order of Railway Conductors is promptly met by an officer of the Order who declares that Mr. Wheaton has had his salary from one to three months in advance for the past five years, and that he has defrauded the Order on expense bills. This charge is a serious one and Mr. Wheaton should not play the Quay dodge and remain silent. We have known for a long time that the Grand Chief Conductor, recently defeated for re-election was a would-be autocrat, but it is hard to believe that he has intentionally stuffed his expense bills.—*Cedar Rapids Gazette*, June 25.

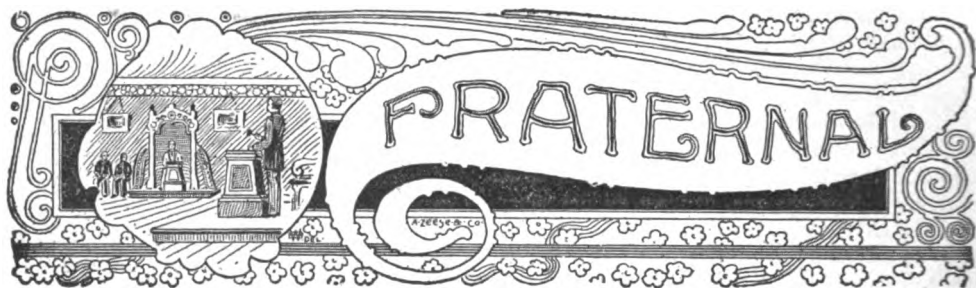
Brother Belknap is still improving, and the present prospect is, that readers of THE CONDUCTOR will soon be relieved of the editor *pro tem*, whereat there will be much rejoicing.

We believe there is a thing or two in this issue which it would be worth a great many dollars to the Order if every member could read. They would be better and more interest-taking members.—*The Railway Telegrapher*.

Better have 'em learn.

Our friends who send us newspapers with articles to which they wish to call our attention will confer a favor if they will mark the article and thus save us time in looking for it. We sometimes receive a twenty-four page paper with a brief mention in it, which it is wished that we should notice, but owing to the fact that it is not marked, are sometimes obliged to go over the whole of the paper two or three times in order to find it. Send us everything that you think will be of interest to our readers or that pertains to the Order or its members, either individually or collectively, but please mark the articles, and when sending a clipping cut from a paper, please give name and date of paper from which it is taken.

In 1896, a young doctor living in New Orleans, George Howe by name, was commissioned to take the medical charge of a band of free slaves who were to be forwarded to Liberia on the coast of Africa, in accordance with a will left by the planter who had owned them. It transpired, as soon as the ship had fairly cleared the harbor at New Orleans, that the captain and crew of the vessel were determined on slave trading and had undertaken the transportation of the negroes chiefly for the opportunity offered to clear the port under circumstances which should not appear suspicious. The plan was then entered upon to carry out a great slave-hunting expedition. The United States flag was hauled down and thrown overboard wrapped around the ship's papers. The vessel was painted black, the name obliterated, and her identity concealed in every possible way. The course was laid for the mouth of the Congo. The ship ascended the river in October, 1859, passing by the points which of late have been so much written about, and the crew captured or bought 1,200 Congo savages. Many of them were driven into enclosures prepared for the purpose by native chiefs, and secured at a cost of about \$8.00 per slave, paid in cloth and beads. Many of the slaves held their breath until suffocated, believing that their spirits would at once return to Africa; but enough were landed to enrich the officers and the crew. Doctor Howe tells the story of the adventure in an article which will be printed in *Scribner's*.



NOT MUCH OF A SPLIT.

THE RAILWAY CONDUCTORS ARE NOT SERIOUSLY DIVIDED.

The railroad conductors do not take kindly to the movement inaugurated by ex-Grand Chief Conductor Calvin S. Wheaton, in organizing an independent organization. Conductors were found yesterday belonging to the Pennsylvania, New Jersey Central, the Baltimore & Ohio and the Lackawanna systems, bitterly opposed to ex-Chief Wheaton, and who characterized his new movement as a small affair. The fact was developed that the old Order of Railway Conductors is not in the feeble and bankrupt condition that the seceders say it is.

"I am not a member of the Order," said a New Jersey Central conductor, "for I belong to the Brotherhood of Railroad Conductors. We have been hearing a good deal of the causes which led to the split, and from what I can learn the principal one was the manner of conducting business on the part of Wheaton. There is not room for three organizations and I do not believe this Independent Association will succeed."

"If ex-Chief Wheaton and his followers assert that nearly all the conductors on Eastern roads have seceded from the Order, they are misstating facts," said a Baltimore & Ohio conductor. "I am a member in good standing, and shall continue so until I see good reasons for dropping out. It is true some of the men were dissatisfied at first when the rule forbidding members to engage in strikes was stricken out. That was because they supposed that the omission gave power to any division in the central body of officers to order all the members on strike if they saw fit. My personal experience—and I have been a conductor a good many years—has been that train conductors are averse to strikes, and the idea that being members of an order, originally formed for benevolent purposes, made them liable to be ordered out on strike in sympathy with any other body of railroad employes was repugnant to them. But when it was explained and proved that the strik-

ing out of this prohibitory clause conferred no power on either the national or local organizations a different feeling prevailed. As the constitution now stands full liberty is accorded to the individual. If a strike occurs among the engineers of a road and any of the conductors are unwilling to run with the new ones they are at liberty to refuse, and should a majority of a division decide to strike their action does not bind the minority. In fact, the omission of the clause gave more liberty, instead of curtailing it. It would take too long to tell the story of the troubles which led to Wheaton's defeat in the Order. In the first place, the Western men are the strongest in numbers, and as they found Wheaton always opposed to legislation they brought forward it was natural that they sought to overrule him."

"It has been said that the Lackawanna division has returned its charter," said a conductor on that road. "The statement is untrue, and most of us continue in full membership. As for Mr. Wheaton, you will find that he has only the New Haven men with him."

"Wheaton has gone out on his train," said a New Haven conductor, "and so has Cutnow. I don't know anything about the new or old order, for I belong to neither of them."

Inquiry among several other conductors on the same road resulted in similar statements.

"Calvin Wheaton was always a hard man to get rid of," said a New Jersey Central conductor, who acknowledged that he is a member of the National Order. "Unless he has his own way he is never satisfied, and being defeated in maintaining his hobby, and seeing that he could not be re-elected chief, he got out, as he has done before. Now he is trying to get up a new order so that he can boss it. We don't care what he does, for I presume there's room for us all. One thing is very certain, there will be no strikes among conductors, for it is against their interest and training to do so."—*N. Y. World*.

ITS PRINCIPLES UNCHANGED.

(Special to the World.)

CEDAR RAPIDS, Iowa, June 23.—W. P. Daniels, Grand Secretary of the Order of Railway Conductors, was asked to-day about the split over the abolition of the strike clause in the ritual of the Order. He said the trouble originated with half a dozen men at Rochester, N. Y., who declared they would withdraw and organize another association. The old organization, Mr. Daniels said, has not changed its principles. It has simply declared that each member has a right to his individual opinion and that if he should desire to strike he can do so and not receive the condemnation of the Order. Letters from a majority of the sixty-six men who voted against the abolition of the strike clause have been received at headquarters and with one exception all say they are entirely satisfied with the outcome and that no trouble need be feared.

"It is possible," said Mr. Daniels, "that two or three other divisions may go out, but it will be because they do not fully comprehend the situation. There is absolutely no complaints except from a few places in New England, and I think that back of them will be found the hands of railway officials."—*New York World*.

A Letter.

W. P. Daniels,

SIR: I regret to learn of your continued illness. I enclose another dose of my infallible pills, and I assure you a persistent use, strictly in accordance with directions, will ultimately restore your equilibrium. In an extended practice I have never known a case of failure. The disease is a relentless foe to humanity. Every vestige of poison may be eradicated from the system by a timely and determined use of the enclosed pill.

Yours in P. F.,

F. A. HERMANCE.

Dose, one pill carefully read, before each meal and upon retiring:

AND THE ENCLOSURE.

Frank A. Hermance, the veteran conductor and one of the best known knights of the punch in New England, was interviewed last night regarding the probable result of the action of the Grand Division of the Order of Railway Conductors, now in session at Rochester, New York, in voting to eliminate the anti-strike clause from the constitution. Frank is a devoted order man and an enthusiastic admirer of the principles upon which the order is founded. He said he believed the era of strikes has passed. There is not on record an instance where a strike in any department of railway service has been in any degree a

success. The Order of Railway Conductors was founded away back in the sixties and is now incorporated under the laws of the State of Iowa. It is to-day second in influence to no railway organization. We are indorsed by all railway companies who know us, and are absolutely and positively a no-strike order, believing always that gentlemen should meet gentlemen on equal grounds, and settle all differences as become gentlemen. We desire to raise the standard of the service on all our lines by making the men sober, honest and upright. We teach all to regard the sacred ties of family relations and throw around all a protecting arm. The use of intoxicating liquors is discouraged and no habitual drinker can gain admission. Our members are not allowed to engage in the sale or traffic of it at any time. In a word, we desire to make all our conductors better men socially and morally, and consequently better railway conductors.

Under the leadership of Calvin S. Wheaton as Grand Chief Conductor the Order has prospered beyond precedent. Courteous and gentlemanly, cultured and refined, he has invariably succeeded in securing redress for actual grievances, won the esteem and confidence of railway managers and promoted the welfare of the conductors.

"If this be true, how do you account for the action of the convention?"

"Human nature is frail; men, yes, even conductors, take obligations sometimes, like crackers and cheese. Every delegate who voted at Rochester to eliminate from the obligation the no-strike clause is in my opinion a confessed perjurer, a disgraced member of the fraternity, an incompetent and unreliable railway man, who would walk upon his uppers in thirty days were I a railway manager.

Very many of our members are so situated that they are unable to attend the meetings of their divisions, lose the instruction there imparted, and become the prey of the demagogue. Yes, unfortunately that beast, like the little mosquito, doubtless created for some wise purpose, has an existence in our noble Order. He has taken our obligations, won our confidence, and now saps the life-blood of our organization. We have elevated some to positions of trust and responsibility, honored and paid them from our treasury. They have roamed the country, sowing the seed of disloyalty and treason in our Order, poisoning the minds of honorable men, in their greed for position, sacrificing principle, violating obligations, perjuring their souls. The office-seeking vampire is, in my mind, the most detestable, degraded and poisonous weed in nature."

'What in your opinion is the future of the

'Order, and how can your delegates from New England explain their action?'

'My brother, make no mistake, New England was the birthplace and cradle of American liberty and independence, and grand old Pennsylvania holds to her heart the bell that tolls that fact. The New York Central is on the skirmish line, and New Jersey is in the union. On their boundary is a dead-line over which no disloyal mutineer or violator of his obligations can ever pass. The principles of the Order will be perpetuated, have no fear. Railway owners, managers and employes are one. The demagogue is a mushroom, puffed up in his own conceit, dead in the morning.

MONDAY, June 23, 1889.

Editor Railway Conductor:

I see by this morning's Philadelphia Press and New York Sun that secession was rampant yesterday in New York City.

'Now cry havoc, and let slip the dogs of war,' and there be those who wait to hear the slogan hereabouts, who in the end can say, 'I've fought the fight, I've kept the faith.' We have rejoiced in your utterances in THE CONDUCTOR of June 15th, and confidently expect to find in the next issue your gleaming, trenchant blade lovingly caress *somebody's* neck in connection with the New York affair. May heaven gird thy loins with strength to do battle against the ungodly.

Yours in the Lord and P. F.,

A SUSPENDED READING MEMBER.

PITTSBURGH, June 24, 1890.

Editor Railway Conductor:

DEAR SIR: Allow me through the columns of our journal to mention a worthy act of a St. Louis merchant, Jno. Duff, Esq., of Hart & Duff, the hatters.

On June 20th, arriving in St. Louis on my way to Pittsburgh, and accompanied by other Brothers, we repaired to the above firm in search of some trinkets, soft hats, etc.

On entering we were met by Jno. Duff, who had in his hand a notice of death of one L. D. Pomeroy, who was found dead in bed at a boarding house close to the four courts, and from the effects taken from the body, it was discovered that he held a Division card and was a member of Division 159, City of Mexico.

Mr. Duff had already arranged to go to the morgue to see after the Brother, and if possible locate who he was, and what could be done for him; he wanted the party to go with him but would have been by himself a minute sooner.

Such interest as this is unusual in the common

run of business men, especially toward railroad men, and hence I think it worthy of mention.

On our arrival at the police court we inspected the papers, card, etc., and found them to belong to Brother L. D. Pomeroy, and that he had just arrived in the city.

It is said that the unfortunate Brother died of congestion of the bowels, and was apparently at ease on going to bed, but found dead in the morning.

The Chief Conductor of St. Louis, Division 3, took charge of the Brother's remains, notified Division in Mexico, and gave him the benefit of our burial ceremony.

There were papers that showed the Brothers of 159 had made up money and sent him east, evidently on account of his health. He had a small amount of change, a good watch and chain, sleeve buttons, etc., which were taken care of by the coroner.

There was nothing to show that the unfortunate Brother carried any Insurance.

Mr. Duff deserves many thanks for his interest, it being seldom the Order gets a chance to express such in this direction, and I extend to him the well-wishes of Cotton Belt Division No. 252.

W. C. HAZELTINE,
Sec. and Treas.

On account of the information contained, we take the liberty of publishing the following personal letter, criticism and all, and hope the writer will forgive us. The writer is in the main correct in the criticism, and he may rest assured that THE CONDUCTOR will not waste its powder on 'the sightless followers of a 'dead duck,' and after giving members the necessary information, will pursue the same course towards them that it does to other insignificant insects, but it will not criticise the most guilty without giving an opportunity for defense. The statement that Brother Wilkins applied for admission to the New York meeting is false, as he was not in New York at the time of the meeting. They thought he was, and thought that his supposed presence in the city would give an air of probability to the story. They will all be taken care of in due time and placed so they cannot continue to obtain the benefits of the organization they would like to ruin, except as they are benefited by our reputation by appropriating our well-known title and deceiving those not well informed.—Ed.

BOSTON, Mass., June 24th, 1890

Editor Railway Conductor:

DEAR SIR AND BROTHER: I am today in receipt of THE CONDUCTOR of June 15th, and have read

with interest your essays on the conduct of Chitenden, Ostrander and others. Now, while I admit that all you say is *true*, and not half the truth is told, I want to ask you to consider if "the game is worth the candle." I know they are doing all in their power to injure the O. R. C., and the provocation great to answer in kind, but for all that, consider this: you are pursuing the very course, of all others, they most wish you to. Nothing in the universe pleases them so much as to get "their names in the paper"—as evinced by their readiness to give away anything that they know—and happily that is not much—it seems a mania with them to rush into print. The simple fact of an article being untrue does not in the least interfere with them in their efforts to say something. They are independent of any such small considerations. Then I submit to you that in noticing *these* further, you are only beating the air and exalting them into notice. It is like pursuing a flea, when you have got your hand on him he isn't there.

I do not wish you to infer that I disapprove of what you have said, I think that all right and necessary to keep the members informed of the truth. But I want you to seriously consider whether further notice of them is consistent with the dignity of this great Order. I am induced to say this, by reading in one of your articles the offer of "these pages" for a reply. I hope you won't dirty the pages of your magazine with anything THEY may say, I mean this in all kindness and for the best interests of the Order, and hope you will so consider it.

I enclose you clippings from the New York World and Boston Herald, (you see how they like publicity) in regard to a meeting held at the Coleman House last Sunday. I haven't any details for not one member of the Order from Boston attended. An invitation to attend a meeting of "True Blues" was treated with silent contempt by 122 and ordered to be thrown into the waste basket by 157. The invite came from Nash.

They must have had a love feast for they wouldn't admit Bro. Wilkins, they didn't want the truth to be told, that would spoil their plans. *Poor Wheaton*, "to what have the mighty fallen?" He will have to curtail his expenses in order to get along on what that outfit will pay him for his services as president, secretary and treasurer. I wonder does he give bonds?

I would like to ask you will the Order proceed against *them* for their unlawful acts, and take proper steps to prevent them from longer being able to obtain recognition as members in good

standing. It seems to me that longer forbearance is not a virtue.

I congratulate the Order in having secured the services of Bro. Garretson as G. S. C., a good choice which I fully endorse.

Yours truly in P. F.

NEW ENGLANDER.

EXCHANGES.

Dan Honin lost none of his old time vigor and energy by his eastern trip, as the latest issue of *The Railway News Reporter* shows. We have seen proofs of a part of the special edition, and the member who does not get a copy, makes a mistake.

Wide Awake, *St. Nicholas*, *Scribner* and *Century* for July are on our table, and all merit more notice than our time or space will permit. Every reader of THE CONDUCTOR that has a child at any age from five to twenty-five, should provide it with either *St. Nicholas* or *Wide Awake* or both, and no home should be without *The Century* and *Scribner*, and we will aid our readers in providing themselves with the very best of reading matter by furnishing any one or all of the above books in connection with THE CONDUCTOR, at very low rates.

The July number of *The Cosmopolitan* comes to us as bright and sparkling as ever and perhaps we shall not exaggerate if we say that it is a little more so than usual. The publishers of this popular periodical seem determined to stop at nothing that will place it in the front rank of our monthlies, and make it a welcome visitor at the home of all who care for a bright, clean family magazine.

The July number opens with a story of high life in the dominions of the Shah, finely illustrated. A Flying Trip Around the World, Three Great Training Schools and Court Life at Versailles, all illustrated, follow in succession. Mrs. Roger A. Pryor tells us something of American Society, and then comes a page that makes the blood quicken in the veins and makes the heart of him who, in this weather is tied to a desk in the hot dusty city, beat with envy of his more fortunate fellowman, who can forsake the daily grind and enjoy such sport as is pictured to us by Mr. Richardson in Trout Fishing in Lake Edward. Space forbids a more extended notice of this number; it is all good, in fact as the old toper said "there's no bad whisky, it's all good though some is better," and this is true of all numbers of *The Cosmopolitan*.

MENTIONS

Brother Durbin, who has been suffering from a severe attack of neuralgia, reports that "Richard is himself again," and THE CONDUCTOR is glad to hear it.

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The Secretary of Division 60 would like the address of I. A. Campbell and A. M. Cooper. Brother Cooper's mother is also anxious to hear from him.

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Agents wanted. Do you want to make money? If so, sell our choice Nursery stock. Write us for terms. MAY BROTHERS, Nurserymen, Rochester, N. Y.

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Brother J. S. Gulick, of Division 114, has been appointed general yardmaster of the Valley railway, at Cleveland, and Brother O. N. Pomeroy has been appointed night yardmaster at same place. Both are worthy, capable men.

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Henry Ernst would like to know the whereabouts of his son, Wm. H. Ernst, who in May, 1889, was employed on the U. P. at Cheyenne, as brakeman. Any information will be gratefully received by Mr. Ernst, Nunica, Mich.

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Mr. C. B. Cox having resigned to accept other service, Mr. F. J. Easley, who is a member of Division 70, has been appointed chief train dispatcher of the Rio Grande division of the Santa Fe, in direct charge of train service and distribution of cars.

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The Secretary of Union Division No. 13, wishes to hear from or of Brother E. B. Garver, formerly employed as conductor on the C. S. division of the M. C. R'y. Will any one that knows the address of Brother Garver, kindly send it to J. Mackenzie, box 887, St. Thomas, Ont.?

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C. S. Wheaton in presiding at the seceders meeting in New York, has only fulfilled what was prophesied for him six months ago, and he

has now placed himself where his history for the past few years will be given to the readers of THE CONDUCTOR. The pleas of the few friends that he has left "not to persecute him when he is down," will have no further effect.

.

Brother W. I. Allen, late a member of Division 117, and well and favorably known all over the western country has been appointed assistant general manager of the Rock Island from July 1. He will take with him the best wishes of many thousands of employees.

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Man-with-the-yellow-vest, Chief Sachem of the Kawonicahoxies, and a bold warrior from the banks of the Chemung canal, now gives his address as Covington, Neb., in other words, that is the present headquarters of Brother C. A. Millard, who reports 100 miles of track laid and the Pacific Short Line progressing finely.

.

Brother W. O. Salisbury wishes to learn something of his son, Harry H., who left his home about June 1st. He is about 12 years of age, and when he left was dressed in a dark suit of clothes and wore a brown hat. Any one knowing anything of him will relieve the anxiety of his parents by sending information promptly by wire to Brother Salisbury, who is a conductor on the Union Pacific railway. Address Spokane Falls, Wash.

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Mr. J. O. Brinkerhoff, who will on July 1 become general manager of the Missouri River division of the Union Pacific, succeeding Mr. E. Dickinson, resigned, began work on that road as a brakeman in 1865. He has remained with the road ever since and has gradually risen through the various grades of the service, serving successively as brakeman, baggageman, freight and passenger conductor, dispatcher, superintendent Smoky Hill division and superintendent Kansas division. The last named position he has held since Nov. 1, 1884. His headquarters will be at Omaha, Neb.

Brother D. C. Brown, of Newton Division No. 11, has decided to abandon his first love, retire from the business of railroading and give his undivided attention to the understanding of the citizens of Newton and surrounding vicinity, regardless of age, sex, color or previous condition of servitude. He will make it his business also to care for the welfare of their soles, and all who will call at his headquarters, on Commercial street, and examine his stock of boots and shoes will be convinced, that if Newtonians are not well shod it will not be the fault of Brother Brown. The only difficulty is, that when the boys drop in, the temptation to "talk shop," or otherwise "railroading," is so strong that he is inclined to make customers wait until he finds out the latest news of the rail. Brother Brown was formerly a member of Division 103 at Indianapolis, and is widely known.

Mr. W. C. Brown, at present superintendent of the Iowa and Missouri lines of the Chicago Burlington & Quincy, has been appointed general manager of the Hannibal & St. Joseph and Kansas City, St. Joseph & Council Bluffs roads, with headquarters at St. Joseph, Mo., to succeed Mr. W. F. Merrill. Mr. Brown has risen from the ranks and has been with the Burlington system since 1876. Prior to that date he was for seven years connected with the Chicago, Milwaukee & St. Paul and Chicago, Rock Island & Pacific roads, in various capacities. He was made superintendent of the Iowa lines of the Burlington Jan. 1, 1887, and was subsequently also given charge of the Missouri lines. The fact that he is an old school-mate of the writer as well as a co-employee on the C. M. & St. P., may account for his progress, but it is more likely the reason that he is not now President of the "Q."

Mr. W. F. Merrill, general manager of the Hannibal & St. Joseph and Kansas City, St. Joseph & Council Bluffs roads, with headquarters at St. Joseph, Mo., has been appointed general manager of the Chicago, Burlington & Quincy, in place of Mr. E. P. Ripley, resigned, and will assume the duties of that office about Aug. 1, with headquarters at Chicago. Before being appointed general manager of the H. & St. J. and K. C. St. J. & C. B., which are a part of the Burlington system, on Jan. 1, 1887, Mr. Merrill was for nearly four years superintendent of the C. B. & Q. lines in Iowa and Missouri. From 1882 to 1883 he was general superintendent of the

Chicago & Alton and prior to 1882 was successively general superintendent Toledo, Peoria & Warsaw, superintendent Peoria and Iowa and Chicago divisions of the Wabash, St. Louis & Pacific and general superintendent of the last named road.

No member of the Order should permit himself to be misled by the reports of the New York meeting published in the press dispatches. Such reports are greatly exaggerated. We have advice directly from nearly all of the divisions represented by the minority vote at Rochester, and the divisions will not only *not* leave the Order in a body as has been so vociferously claimed by the loud-mouthed, methodist-voiced, bass-toned improvements on the equine race from New Haven, but a vigorous opposition to any such course has developed itself in the few divisions that were expected to follow the New Haven lead, and the statement that "fifty divisions were represented in New York" is a falsehood. There were present members from five or six divisions, but only in exceptional cases did these members represent anything but themselves, while a number of those present were there simply to learn what was going on and to use their influence against any secession.

Got a Chew.

There was a painter working at top of a long ladder on Fourth avenue yesterday, when a tramp came along and called:

"Hey, you! got any of the weed about you?"

"Well, you've got a cheek!" replied the painter, as he looked down and sized the man up.

"Gimme a chaw?"

"No, sir."

"Does that go?"

"You bet it goes."

"All right—here's another thing to go with it."

And he pulled the foot of the ladder five feet outward, while the painter uttered a yell of terror.

"Hey, you! do you chaw?"

"Y-yes."

"Got any to spare?"

"Lots."

"Throw'er down."

The painter dropped his plug to the ground and the tramp bit off a royal bite, placed the remainder on a stone and went his way with a whistle in one corner of his mouth and a pucker in the other.—*N. York Dispatch*.



TORONTO, Ont., June 1, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: This is a copy of a letter of condolence to Chief Conductor Hall:

WHEREAS, It has pleased Almighty God to take to himself Mrs. Hall, the beloved mother of our worthy Chief Conductor; be it

Resolved, That this Division tender to Brother Hall and family the sincere sympathy of the members of this Division under their affliction. Be it further

Resolved, That a copy of these resolutions be spread on the minutes of this meeting, and a copy sent to THE CONDUCTOR for publication.

Committee. { C. MITCHELL, Chairman.
R. A. PURDON,
W. HASSARD,
C. STUART,
W. A. COON.

At a regular meeting of Baraboo Division, No. 68, O. R. C., held June 1, 1890, the following epistle of condolence was adopted:

Thursday, May 29, after a brief but severe illness, Brother C. W. Warren of Winona, Minn., was relieved of suffering by the repose of death. Brother Warren was a highly esteemed member of Baraboo Division, No. 68, O. R. C. Too much cannot be said in praise of his character; devoid of all selfish motives he joined our fraternity, not expecting to be benefited thereby, but for the purpose of lending a helping hand to promote the general welfare of the Order, and through his influence and the position he held in the hearts of the public, he has helped to gain for us that position in society which he attained and so justly deserved. Brother Warren was a highly respected citizen of Winona, where he has lived since the city was in its infancy, and anxiously watched its growth from a village to a magnificent city. He was loved by all who knew him and was honored with the mayoralty of the city he helped to build.

Brother Warren had been employed as passenger conductor on the Madison division of the C. & N. W. R. R., for upwards of twenty years, where, by his honesty and integrity he gained the entire confidence of the officials. And what a life was his—a life so wholly devoted to what was good and noble, with a virtue which the possession of power could not even tempt, much less debauch; from whose presence the very thought of corruption instinctively shrunk back. With these virtues he has secured a passage into a brighter and happier abode. He is at rest now—our kind-hearted brother who began his career

at the bottom of the ladder, and has now reached the highest round attainable. The members of the Baraboo Division are indeed sorry to have lost by death so illustrious a member, and we wish to extend our united sympathy to the family of our deceased brother.

Resolved, That our charter be draped for a period of thirty days, and that a copy of this epistle be forwarded to the family of our deceased brother, spread upon the records, and placed in the pages of the THE RAILWAY CONDUCTOR.

J. P. DONAHOE,
W. B. KENDALL,
W. F. FRENZ.

CHICAGO, June 15th, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER:—It becomes my painful duty to record the death of Brother Levi L. Morris, who died suddenly on May 21st, of rheumatism of the heart.

At our first meeting after his death a committee was appointed to draft resolutions of sympathy; they have this day presented the following:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our beloved Brother Levi L. Morris, whose death occurred at St. Charles, Ills., May 21; therefore be it

Resolved, That while submitting with human patience to the will that has deprived us of his presence, we deeply feel the absence of one so long among us, whose always smiling countenance and good will towards us all has endeared him to us.

Resolved, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity towards which we are progressing.

Resolved, That we extend to the bereaved relatives of our deceased Brother our profoundest sympathy in this their hour of sorrow.

Resolved, That to his immediate associates with whom his daily duties brought him in close connection, we turn our sympathy in the loss they have sustained.

Resolved, That our charter be draped in mourning for the period of thirty days, and that these resolutions be spread on the records of this division, and a copy sent to the Brother's widow, also to THE RAILWAY CONDUCTOR, and to the St. Charles Valley Chronicle.

B. F. MCGINTY, }
GEO. RYAN, } Committee.
A. O. ASHMAN, }

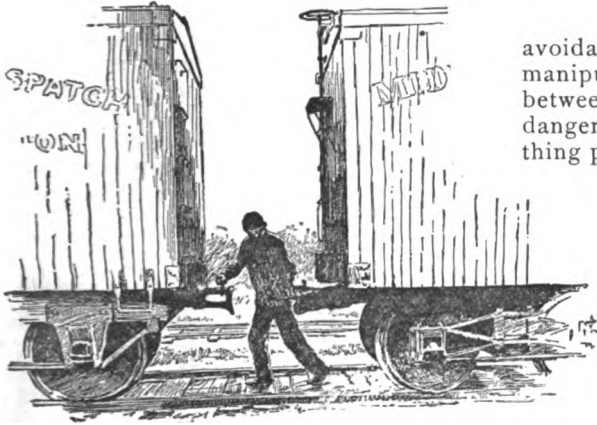
THE RAILWAY CONDUCTOR.

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CEDAR RAPIDS, IA., JULY 15, 1890.

NO. 14.

THE BRAKEMAN'S CHANCES.



PERHAPS?

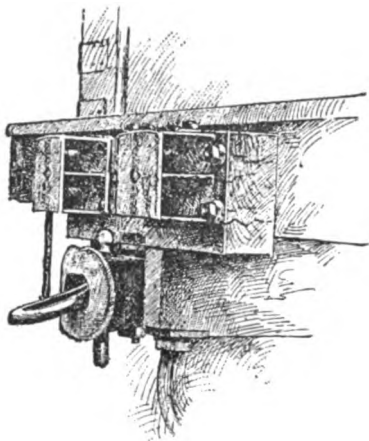
THE danger of sudden accidental death or maiming is constant and great, and the bare record of the numerous cases is acutely suggestive of inexpressible suffering; but, strange to say, it does not worry the average brakeman much. Though probably a thousand trainmen are killed in this country every year,* and four or five thousand injured, by collisions and derailments, in coupling cars, falling off trains, striking low overhead bridges, and other causes, no one brakeman, from what he sees in his own experience, realizes the danger very vividly. As in other dangers which are constant but inevitable, familiarity breeds carelessness which is closely akin to contempt. Falling from trains is really a serious danger, because the most ceaseless caution—next to impossible for the average man to maintain—is necessary to avoid missteps. This will be practically abolished when the long-wished-for power brake comes into use, as that will obviate the necessity of riding on the top of the cars.

Coupling accidents are practically un-

avoidable because, although the necessary manipulations *can* be made without going between the cars or placing the hands in dangerous situations, the men as a general thing prefer to take the risk of the more dangerous method. With the ordinary freight-car apparatus (which, however, is destined to be superseded by an automatic coupler) the link by which the cars are connected is retained by a pin in the drawbar of either car; as one car approaches another at considerable speed, this link, which hangs loosely down at an angle of thirty degrees, must be lifted and guided into the opening in the opposite drawbar. This operation must, according to the regulations of most roads, be performed by the aid of a short stick; but, disregarding the regulation, partly to save time and partly because of fear of the ridicule that would be called out by the exhibition of a lack of dexterity, the average brakeman uses his fingers. He must lift the link and hold it horizontally until the end enters the opening, and then withdraw his hand before the heavy drawbars come together. A delay of a fraction of a second would crush the hand or finger as under a trip-hammer. And, in point of fact, this delay does, for various reasons, frequently happen, and the number of trainmen with wounded hands to be found in every large freight-yard is sad evidence of the fact. But again, assuming that this part of the operation is accomplished in safety, there is another and worse danger in the possibility of being crushed bodily. Cars are built with projecting timbers on their ends at or near the centre, for the purpose of keeping the main body of each car twelve or fifteen inches from its neighbor; but

*During the year ending June 30, 1889, 1,972 trainmen were killed and 20,028 injured. Rep. of Int. State Com. Com.

cars of dissimilar pattern sometimes meet in such a way that the projections on one lap past those on the other, and the space which would afford room for the man to stand in safety is not maintained. If the

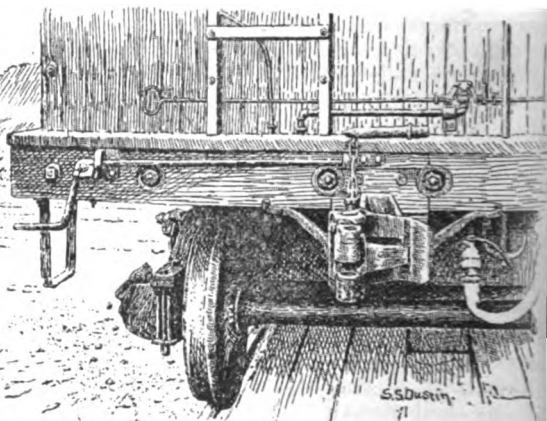


A "MAN-KILLER."

brakeman, in the darkness of night or the hurry of his work, fails to note the peculiarities of the cars, he is mercilessly crushed, the ponderous vehicles often banging together with a force of many tons. A constant danger in coupling and uncoupling is the liability to catch the feet in angles in the track. Freight conductors are peculiarly liable to this, as the duty of uncoupling (pulling out the pin) generally devolves upon them, must be done while the train is in motion. Walking rapidly along, in the dark, with the right hand holding a lantern and grasping the car, while the left is tugging at a pin which sticks, involves perplexities; wherein a moment's hesitation may prove fatal.

Of all accidents to employes the most numerous are those which arise in coupling and uncoupling cars. In Massachusetts, in 1888, the employes killed and injured were 391; of these casualties 154 occurred in coupling accidents. The commissioners of other states, especially of Iowa, have for years published statistics showing nearly the same ratio. Fortunately accidents of this class, although numerous, are not proportionately fatal. Far the greater part result in the loss of part of a hand; but they are so frequent as to have caused much discussion, legis-

lation, and invention. Several states have, one time and other, passed laws requiring the use of automatic couplers; and two or three years ago there were on record in the United States over four thousand coupler patents. The laws have been futile because impracticable; and most of the patents have been worthless for the same reason. It was obvious that the business of supplying couplers for the one million freight cars of the country could not be put into the hands of some one patentee unless his device was manifestly and preeminently superior to all others. It became important, therefore, to select as a standard some type of coupler general enough to include the patents of various men, and at the same time so definite that all couplers made to conform to the standard could work together interchangeably. Those who read Mr. Voorhees' story of the wanderings of a freight car will understand that any one freight car in the United States or Canada should be prepared to run in the same train with any other car. A few years ago a committee of the Master Car-builders Association was appointed to choose and recommend a type of coupler to be adopted as the standard of the association. After prolonged and careful study of the subject the committee recommended the type of which the Janney is the best known example, and that has now become the standard of the association. This action does not give a monopoly to the Janney company, as there are already half a dozen couplers which conform to the type. This device couples automatically, and



PROPERLY EQUIPPED.

thus does away with the necessity for the brakeman going between the cars. It cal-

also be unlocked by the rod shown extending to the side of the car, and the locking device can be set not to couple, to facilitate switching and yard work. The mechanical principles of this coupler are a great and important improvement upon any form of link-and-pin coupler; and the coupler question has now come to this point: A type of coupler has been selected by a technical body representing most of the railroads of the United States. It is general enough to avoid the evils of a patent monopoly. It promises to be economical in operation, and will certainly do away with the terrible loss of life and limb which results from the use of the non-automatic coupler. The railroads are adopting it with reasonable speed, perhaps, but not as rapidly as simple considerations of humanity would dictate.

From The American Railway, published by Chas. Scribner's Sons.

What have we ever did to the *New York Sun* that it should do this?



M. EVANS.



C. H. WILKINS.



W. F. DANIELS.



E. E. CLARK.

The irrepressible Calvin S. Wheaton is like Banquo's ghost, he will not down. He bobbed up serenely the other day at New York with a lot of other soreheads and kickers and established an Independent Order of Railway Conductors, with Wheaton as President, Secretary and Treasurer. It will be amusing to watch the antics of this modern Koko in his attempts to make a living without working for it.—*The Western Railway.*

A Conductor Talks.

A *Herald* reporter had a talk yesterday with a member of the local division of the Order of Railway Conductors. "You noticed, I presume, that the striking switchmen on the Illinois Central practically carried their point," was the remark with which the Conductor opened a conversation which, in view of certain occurrences since the convention of the order was held in this city, seems to be worth repeating.

"They never could have won their fight without the aid of the conductors, and what made it possible for the conductors to assist them was the action of the Rochester convention in eliminating the clause prohibiting its members from engaging in a strike. This was the first strike in which Order of Railway Conductors' men have taken part in years, and the result shows that the majority acted wisely in removing the obstructing clause from the constitution of the Order. We are not frightened by the action of the eastern members, who have formed a new organization. The split is not half so bad as they have represented it to be. Instead of taking from us 50 whole divisions they have taken only a faction—in many cases a minority faction—of a much smaller number.

"It is no surprise to us that Wheaton is at the head of the movement. It was believed by many and openly stated in the convention here by one of the delegates that Cal Wheaton meant to ruin the Order if he could not rule it. Wheaton is responsible for the failure of the Chicago, Burlington and Quincy strike. This was the real secret of the opposition which he encountered among the western delegates where the fact had become known and had aroused a bitter feeling toward him. Wheaton and those who, like him opposed the change pretended to think that the Order would thereby lower itself in the estimation of the railroad companies. I received a letter a few days ago from a friend who is a conductor on a western road. He states that his company has just agreed to a new scale of wages by which the men are much more liberally remunerated than ever before.

"The seceders thought to gain favor with the Reading and other roads by putting a non-strike clause in their constitution. The scheme didn't work. The Reading officials have notified their conductors that they must not affiliate with

the new order and so the bolters are in a hole.

"The Reading is opposed to all organized labor. It has had a terrible experience with strikes. If all the organizations of railway employes federate, as is probable, it will necessitate a change of base on the part of this as well as other roads that have discriminated against members of labor organizations."—*Rochester Herald*.

At the last meeting of the railway employes, which was held in the Firemans' Hall on Fifteenth street, the question as to which was the best plan of federation, general or system federation, was discussed. The meeting opened at 8 p. m. and lasted until 4:30 the following morning. Among the speakers who favored system federation were Messrs. Carter and Curtis of Texas, Frank Walt and Mr. Hover of Idaho, and W. F. Hynes of Denver. The meeting was free from the unpleasant mutterings of outside organizations which made the session of the previous day so disagreeable, and the discussion was really interesting. Eugene Debs, Grand Secretary and Treasurer of the Firemans' Brotherhood, was the champion of general federation. The employes of the Union Pacific system had seen the workings of system federation as it exists on that road and they were earnest in their arguments in favor of that plan. They were prejudiced against general federation and especially against the supreme council which is the general head. Their ideas of the supreme council and its *modus operandi* were as varied as the hues of the rainbow. One gentleman talked loud and long about the power of two members of any one of the federated orders to declare a strike off at any time. As a matter of fact, a strike can only be declared off by a unanimous vote. When the meeting adjourned Mr. Debs had made many converts to his faith, and on the other hand he said he had gained much information, and learned much of the wants of the West.—*The Western Railway*

While we are casting about for a man to take Chief Arthur's place, let us not overlook John A. Hill, of the *Locomotive Engineer*. Johnny is very popular here in the foot-hills where he is best known. Even his mother-in-law, is said speaks well of him. After having spent most of

his life in Pueblo and New York, it is hardly probable that he would consent to settle down in a flag station like Cleveland. Then again it is thought that John A. is not very popular with the eastern element; he is too intelligent.—*The Western Railway*.

Who Is It?

C. S. Wheaton, who was elected Grand Chief of the Order of Railway Conductors a few years ago, by a majority of three votes in a National Convention, has concluded that the order is going to pieces because at its last convention it failed to re-elect him. Now, in order to provide a fat place for himself, he has seceded and organized the "Independent Order of Railway Conductors" and had himself chosen Grand Chief. Wheaton is at the end of his string, but will never tumble so long as a lot of "soft run" conductors will pay for his meal tickets. Another enterprising but chronic office-seeker has organized the "National Association of Railway Conductors" down among the Yankees and is also "Grand Chief." Now, if the men at the head of the O. R. C. and the B. of R. C. will drop their personal fights, and consolidate—federate—or come to some understanding, they will have Wheaton, Horsestrander & Co., braking for them in six months.—*The Western Railway*.

Will our Denver cotemporary tell us who of "the men at the head of the O. R. C." have any fights, either personal or otherwise, with the B. of R. C. or "its head men?"

We have seen nothing of any war or fights except that which the Toledo Don Quixote and a few Sancho Panza's of correspondents think they are carrying on in vieing with each other as to who can use the foulest language and the vilest billingsgate in regard to the Order and its members. Their "Rosinante" yclept Gazette, sometimes carries them in reach of one of the sails of the windmill they are so bravely charging: The mill goes steadily on and they retire to muster up courage for another onslaught as soon as they find "the enemy" don't chase them: Don't mistake the Toledo *night-arrant* and his esquire for the B. of R. C.: In less than a twelve month from now, he will be assailing Howard and the B. of R. C. as he now is the Order and its officers.

Bitter Sweet.

The seed sown at the Rochester Convention, by the anti-Wheaton delegates, is producing one of the most cheering and abundant of harvests ever gathered by any one of the several train service orders. Members of the O. R. C. in this vicinity are very enthusiastic in their praise of the changes made. Their meetings are largely attended, much enthusiasm prevails, and the new converts and accessions compel old veterans and loyal members to work both early and late. Several delegates on returning home visited Cleveland, and while within its confines visited this office. Their expressions for that fraternal feeling which should exist in the future between the B. of L. E. and O. R. C. were very assuring and highly appreciated. To each individual member the Grand Office gave assurance that it would be the endeavor of the B. of L. E. to bring about a more harmonious and fraternal feeling in the future, whereby the two orders might enjoy that respect and esteem for each other that their position and vocation requires. During the past month, Mr. Arthur was called to Savannah to adjust grievances on the Georgia Central. His trip through the South was made very pleasant by courtesies tendered by the members of the O. R. C. They not only realize that a new era has dawned upon their association, but members of other train service orders realize this fact. The feeling of animosity in the past, brought about by the machinations of the quartette, was a personal matter, conducted by the originators with such persistency that the principal manipulator was retired to private life at the Rochester sitting, and the good work should continue until the whole quartette, who accomplished more to bring their association to disgrace than all else, has travelled the same route.—*B. of L. E. Journal.*

The above article describes exactly what will exist throughout the entire Order of Railway Conductors, provided the *Journal* does not continue to expose its sores and ask for sympathy. As THE CONDUCTOR has already said, we are ready to "clasp hands over the bloody chasm" and to "let the dead past bury its dead," but THE CONDUCTOR, with its present management is not engaged in an effort to prove the millennium is here by offering the left cheek

when the right is smitten, and if the *Journal* is sincere in its expressed wish "that the past be obliterated," it will hereafter omit anything like the concluding paragraph of the above article.

We have no objection to its attacking Messrs. Wheaton or Cross; It must how, ever, let E. H. Belknap, who is a loyal member of the Order, alone: If it is any amusement for the *Journal* to assail the writer, it is welcome to sail in and if it does not continue too long, we wont interfere with its fun, at the same time, we are egotistical enough to think that we have enough friends in the Order, to make it a somewhat difficult task to cultivate the "fraternal friendship that should exist," by such a course. "Hands off" from Bro. Belknap though, and if you wish to "take a whack" at the writer occasionally, dont do it by inference and inuendo and as a part of a trio, quartette or anything else, but "have at him" in an open, manly fashion. The "feeling of animosity in the past," was not brought about primarily by members of the Order, nor by the influence of any member or quartette, but by the engineers themselves under the teaching and influence of Mr. Arthur, though the acts of ex-Grand Chief Conductor Wheaton made the situation entirely different from what it otherwise would have been. Prolonged repetition of this charge may compel us to take up this matter in THE CONDUCTOR.

The *Journal* must take the bitter with the sweet for the present and take the rose with its thorn until next May, when with the aid of "Majah" Leflet it can probably "defeat Daniels."

Why he Wails.

Whatever other effect Bill Daniel's crushing defeat for the office of chief conductor of the O. R. C. may have had, it does not seem to have relieved him of the load of self conceit that is proving such a strain upon him, distorting his mental vision and blinding him as to the opinions of all impartial readers, even of his own Order. He fairly bellows with rage, because during the last seven or eight years, the editor of the *Gazette* has suffered little or no annoyance from his puny attacks in the O. R. C. journal. It is to him a matter of continual regret that the hide of the editor of the *Gazette* is so thick that Bill's feeble literary shafts, have no effect upon it. No doubt every one of the little army of Lili-

putians had the same cause for mourning, when their armies attacked the sleeping Giant Gulliver. Now Gulliver was really no larger than an ordinary man, but the Liliputians were so very small! Now, with Daniels the case is exceedingly exasperating. While he may be a very small Liliput, his self conceit has magnified him into a towering giant, and hence he wails continually, that the world does not stop to sneeze when he takes snuff. Daniels states that it is cowardice on the part of the editor of the *Gazette*, that has prevented the latter from noticing his Liliputian war. Certainly no reply is needed to this charge. There is no intelligent reader not perfectly competent to decide which is the coward, between the man who at a distance of five or six hundred miles fights with his mouth, and the other who ignores such warfare.—*Railway Service Gazette*.

Asinus ad lyram.

*Interesting Interviews With Several Prominent
Elmira Conductors.*

Mr. Daniel's charges against ex-Chief Wheaton, when made known to a number of leading Elmira conductors by a *Telegram* reporter yesterday afternoon, were the subject of excited comment. All were emphatic in the assertion of their belief in Mr. Wheaton's honesty and probity, but all agreed that charges of so serious a nature called for a prompt and sweeping denial. "I have been a friend and supporter of Wheaton for years," said a Northern Central conductor, "but I don't think he is following the right course now. I am a member of the Order of Railway Conductors, and shall continue so until I see good reasons for dropping out. It is true some of the men were dissatisfied at first when the rule forbidding members to engage in strikes was stricken out. That was because they supposed that the omission gave power to any division in the central body of officers to order all the members on strike if they saw fit. My personal experience—and I have been a conductor a good many years—has been that train conductors are averse to strikes, and the idea that being members of an order, originally formed for benevolent purposes, made them liable to be ordered out on strike in sympathy with any other body of railroad employes was repugnant to them. But when it was explained and proved that the striking out of this prohibitory clause conferred no power on either the national or local organizations, a different feeling prevailed. As the constitution now stands full liberty is accorded to the individual. If a strike occurs among the engineers of a road and

any of the conductors are unwilling to run with the new ones, they are at liberty to refuse, and should a majority of a Division decide to strike their action does not bind the minority. In fact, the omission of the clause gave more liberty instead of curtailing it. It would take too long to tell the story of the troubles which led to Wheaton's defeat in the Order. In the first place, the Western men are the strongest in numbers, and as they found Wheaton opposed to legislation they brought forward, it was natural that they successfully sought to overrule him."

"I believe Wheaton is an honest man," said a Delaware, Lackawanna & Western conductor, "but he should not attempt to use the conductors as a body to satisfy his private grievances. The great majority of the conductors feel as I do about this matter, and he will find that only a few of the Elmira men will follow him into the new organization, which I understand he proposes starting. The Elmira lodge has no idea of surrendering its charter in the old Order and will not do so. Even though the conductors on the other roads running into Elmira were united in favor of secession, which is the reverse of being the case, the conductors on the Lackawanna alone would be sufficiently numerous to prevent the forfeiture of our charter. The Lackawanna men, from one end of the system to the other, are opposed to secession. There has a great deal of misinformation been printed about the recent meeting in New York City, at which the so-called Independent Order of Railway Conductors was formed with Wheaton as chief. But few of the sixty-six Divisions which at the Rochester convention voted against the abolition of the no-strike clause were represented at the New York meeting. A majority of those who were present did not have authority from their respective Divisions to take decisive action. As a matter of fact they were present because they were curious to know what was going on. Wheaton took part in the deliberations as a representative of the Elmira Division, but he had no formal permission to do so, and the most of our members did not know at the time that such a meeting was to be held. Nearly all of the sixty-six Divisions defeated at Rochester have given out word that they will stand by the old Order, and you can depend upon it that Elmira Division will do the same."

Another meeting of the Independent Order of Railway Conductors is to be held at the Coleman House in New York next Sunday, at which the organization will be completed and an address issued to the conductors of the country. The *Telegram* will have a representative present at this meeting and will give a detailed and impartial account of its proceedings.—*Elmira Sunday Telegram*.

They Have Made a Mistake.

We are of the opinion that Cal. S. Wheaton and those associated with him have made a grave and perhaps fatal mistake in withdrawing from the Order of Railway Conductors and forming a new organization. Such action is undignified, unseemly and ill-advised.

For something like ten years Mr. Wheaton and those who share his views have governed the Order of Railway Conductors and shaped its policy. That new men and new methods were selected by the Rochester convention is not sufficient excuse for the defection of the minority.

The victorious ones had themselves submitted gracefully in the past, not permitting defeat to make them forget mutual interests and a mutual aim. Mr. Wheaton and his colleagues should have been equally generous and dignified, and waited for time to again give them the ascendancy.

Besides, they should remember that in division there is always danger. There should be but one organization of the railway conductors in the country, and that should be as compact and harmonious as possible. Only by such an organization can the welfare and interests of the conductors be best subserved.

To our thinking, the men who participated in the New York City convention have taken the wrong course, and one that will lead inevitably to disaster. In time they themselves will, doubtless, see that they have.—*Elmira Telegram, June 29th.*

Mr. Wheaton Declines To Talk.

HE INFORMS A "TELEGRAM" REPORTER HE HAS NOTHING TO SAY AT PRESENT.

Ex-Chief Wheaton returned from the west on Thursday and is now at his home in this city. He was seen by a reporter of the *Telegram* yesterday morning in reference to the charges made by Grand Secretary Daniels. The reporter handed Mr. Wheaton the following written questions and informed him that the *Telegram* would be glad to publish any answer he might care to make to them.

Mr. Daniels charges you with double dealing on the no-strike clause previous to the recent convention at Rochester. Is this true?

Mr. Daniels accuses you of treachery towards members of the Order and of deliberate falsehood in the settlement of the troubles of the Sante Fe conductors, and also in a settlement with the officials of the Chicago, Burlington and Quincy road. Is this true?

Mr. Daniels accuses you of presenting for payment dishonest and fraudulent expense accounts. Is this true?

Mr. Daniels states that at the outset of the great engineers' strike on the Chicago, Burlington and Quincy road you telegraphed the officials of that line tendering them support and informing them that the Order of Railway Conductors would stand by them. Is this true?

Mr. Daniels charges that you sent to superintendent Woodward of the Monon company, testimony given by employes of that company at a secret investigation conducted by you. Is this true?

Mr. Daniels affirms that you have in the past, offered to railroad officials the support of members of the Order of Railway Conductors in case of a strike, and that he has proof of this now in his possession. Is this true?

Mr. Wheaton read the foregoing questions carefully and then said; "For reasons of a private and personal nature at present I have nothing to say in reply to Mr. Daniels. In due season, though, he will hear from me in a convincing and and exhaustive manner. That is all I care to say this morning."—*Elmira Sunday Telegram.*

The New Conductors' Order.

At a meeting of D. L. & W. conductors last Friday, over which Ass't Sup't F. J. Griffiths presided, a new association was formed with the following officers; President, Abram Ball, South Orange; Vice-President, A. C. Gordinier, Morristown; Secretary and Treasurer, S. O. Chittenden, Newark. The association will probably be named Moses Taylor Division, No. 2, and expects to start with fifty charter members. The new Order of non-striking conductors will probably be named the Independent Order of Railway Conductors. A meeting will be held in New York on July 13th, when the Grand Division will be formally organized.—*Dover, (N. J.) Iron Era.*

In regard to the number of members, this, like the report of the Coleman House meeting, must be taken *cum grano salis* to arrive at the truth,

"Korrect."

Referring to the published statement that the seceders propose to retain their membership in the insurance of the Order of Railway Conductors, while making efforts to destroy the association itself THE CONDUCTOR remarks that "they are reckoning without their host, and that they may rest assured that those who were active in procuring the incorporation of the Order under the laws of Iowa did not leave it in a situation so that it could be compelled to sustain its enemies." This should be taken to mean that seceders from the Order will lose their insurance benefits.—*Elmira Sunday Telegram.*

What We Want.

We are the hewers and delvers who toil for another's gain,
 The common clouds and the rabble, stunted of brow and brain.
 What do we want, the gleaners, of the harvest we have reaped?
 What do we want, the neuters, of the honey we have heaped?
 We want the drones to be driven away from our golden hoard;
 We want to share in the harvest; we want to sit at the board;
 We want what sword or suffrage has never yet won for man,
 The fruits of his toil God promised when the curse of toil began.
 Ye have tried the sword and scepter, the cross and the sacred word,
 In all the years, and the kingdom is not yet here of the Lord,
 We are tired of useless waiting; we are tired of fruitless prayers.
 Soldier and churchman and lawyer— the failure is it not theirs?
 What gain is it to the people that a God laid down his life,
 If, twenty centuries after, His world be a world of strife?
 If the serried ranks be facing each other with ruthless eyes,
 And steel in their hands, what profits a Savior's sacrifice?
 Ye have tried and failed to rule us, in vain to direct have tried—
 Not wholly the fault of the ruler; not utterly blind the guide.
 Mayhap there needs not a ruler—mayhap we can find the way.
 At least ye have ruled to ruin; at least ye have led astray.
 What matter if king or counsel or president holds the rein,
 If crime and poverty ever be links in the bond-man's chain?
 What careth the burden bearer that Liberty packed his load,
 If Hunger presses behind him with a sharp and ready goad?
 There's a serf whose chains are of paper, there's a king with a parchment crown;
 There are robber knights and brigands in factory, field and town.
 But the vassal pays his tribute to a lord of wage and rent;

And the baron's toil is Shylock's with a flesh and blood per cent.

The seamstress bends to her labor all night in a narrow room;

The child, defrauded of childhood, tiptoes all day at the loom;

The soul must starve; for the body can barely on husks be fed;

And the loaded dice of the gambler settles the price of bread.

Ye have shorn and bound the Samson and robbed him of learning's light;

But his sluggish brain is moving; his sinews have all their might.

Look well to your gates of Gaza, your privilege, pride and caste!

The Giant is blind but thinking, and his locks are growing fast.

—*New York Independent.*

Looking and Seeing.

Why some are sad eyed,
 Why some are glad eyed,
 Is not because Nature decreed it,
 The vision of each
 When this world they reach,
 Is plastic for something to feed it.

From each mental nook,
 Or angle they look,
 At the world through a shifting focus;
 Judging from *effect*,
 The *cause* don't suspect,
 And declare "all life hocuspocus."

Eyes will grow weary,
 Eyes will grow cheery,
 Looking through their different desires,
 For delayed "comings,"
 Or secured "summings,"
 Tempering in uncertainty's fires.

Eyes sometimes see,
 "As through glass darkly,"
 While wearied with bodily weighting,
 "Entering within"
 "The veil," they begin
 "To know as know," mists dissipating.

To encounter mist
 We cannot resist
 Is the fate of finite capacity.
 To say "it won't clear,
 Or sunshine appear"
 "Again," can't be called sagacity.

The eyes may be true,
 Black, brown, grey or blue,
 Their color affects not the vision,
 But the lens, what kind
 And motives behind,
 Make hues and affect the decision.

S. E. F.



We Three and Our Ghost.

BY LA CROSSE.

[FOR THE RAILWAY CONDUCTOR.]

We three! What and how many memories cluster around those two small words! What hosts of school girls' frolics and good times arise at sound of them. And our *ghost*, is the most firmly fixed in our memories of all. It happened at Aunt Dell's, the rendezvous for all of our uncles and our aunts and us cousins, "especially our cousins."

Eva and I had been separated from Ollie as much as six whole weeks, and, of course, as Aunt Dell had no children of her own, there we congregated for a *solemn* (?) conclave of three. But Ollie being her father's house-keeper, having lost her mother some months previous, was prevented from joining us usually before eight or nine o'clock in the evening, and on the especial evening of which I write, company at home detained her so late, that Eva and myself gave up her coming at all and tired and worn with our journey, retired for the night. Sleep had just begun to soothe our tired muscles and close our eyes, in fact we were just at that stage where every thing seems uncanny and weird, when, "Burglars!" in hoarse sepulchral tones reached our ears. One glance, and, I blush to record it, *my* head ducked under the bed-clothes, with an insane prayer of "O, Lord, let them have the house, only so they let me alone." While, as she afterwards informed me, Eva sat bolt upright, with an idea of plunging into the hall and up the garret stairs, out on the roof. And the vision that met our eyes when first aroused was this: a tall white spectre that in the dim light of the night lamp, put the ghost in Hamlet to shame. After an endless space of time, it seemed to me, a merry laugh and the familiar voice of Ollie exclaiming, "Girls, don't be afraid, it is only me!" gave me courage to draw once more what little remaining breath was left me, and poor Eva's muscles relapsed enough to allow her to fall back on her pillow exhausted. For alas, for all future probability of

our ever becoming believers in *spooks*, our spook was only Ollie with a sheet tossed over her head and arms outspread, and nearly as frightened at the result of her experiment as Eva and myself. Ah, me! such three merry maids were we! I pause and wonder if it be possible that twenty-one years have passed over our heads. We three are separated by land and river, perhaps never to meet again, until the burden is laid down, and the new day has dawned for us over yonder.

PHILADELPHIA, June 25, 1890.

Editor Railway Conductor:

Being elected delegate from Erickson Division No. 5, of Philadelphia, to Grand Division of L. A. of O. R. C. convention at Elkhart, Ind., June 10th, accompanied by my husband, we left Philadelphia on Sunday night, and after a very pleasant trip arrived at Elkhart at 11:10 a. m., Tuesday, where we were met by Mrs. A. W. Brown and several other ladies and were taken to lunch at residence of Mrs. Brown; after which all the delegates and many of the members of Elkhart Division, met at hall of No. 19, O. R. C., where convention was opened with open doors. There being several members of O. R. C. present, also two ministers and a reporter of *Truth*. Mrs. Northway, as President, called the meeting to order and requested an opening prayer from Rev. Parke. After prayer, Mrs. Northway accompanied a stanza of hymn with the organ. Rev. Townsend was then called on for some remarks, which he made very appropriate to the occasion. C. C. Huntley, of No. 19, was then called and responded.

Mrs. C. E. Ragon, of Columbus, was then introduced as Worthy President, and after an apology for use of notes, made an address prepared for the occasion. The convention then went into secret session, all not interested being politely requested to retire.

After the session we were given in charge of Mrs. E. C. Keppler, who royally entertained us during our stay in Elkhart. There were receptions held every eve, the first being at the home

of Mr. and Mrs. Northway, next at Mr. and Mrs. C. France, and last at Mr. and Mrs. A. W. Brown's. On Thursday the delegates were invited to dine at Mrs. Jas. Wisharts, where all were in attendance. Friday morning the delegates were photographed in a group, then all left for their respective homes (but us) Mr. Keppler being anxious for us to remain longer in order to see the city. He drove up to the home and took us out for a ride which was continued all over Elkhart and suburbs. I would not forget to mention the drive through their pretty cemetery; which we were really pleased with. Saturday morning Mr. S. and I left Elkhart for Ft. Wayne, via of Chicago, with warmest feelings for our many friends. Our visit to Elkhart will always be remembered as one of the bright spots through this world of care. On arriving at Ft. Wayne we were met at the station by Mr. and Mrs. Ed. Erickson, Mrs. Sauers, Mr. and Mrs. Durham and Mr. and Mrs. Tremel. After a lunch at the home of Mrs. E. we went to the home of Mrs. Sauers where we were entertained until Sunday eve, when we were taken in charge by Mr. E. Erickson and his genial lady. In the evening Mr. Durham and lady of the Nickle Plate called on us with a team and we were driven through the city and suburbs. After spending three very agreeable days in Ft. Wayne we embarked for our home with feelings of highest regard and prayer for their continuous prosperity where all were uniformly kind. I hope none will feel slighted at not being personally mentioned, but it would take up too much of your valuable space, and it is impossible to recall all whom we met.

But before closing would like to thank the *Truth* of Elkhart through our magazine for courtesies shown, and the kind offer of its columns for our use. With kind regards to all

Yours in P. F.,

MRS. C. L. SPRINGER.

July 9th 1890.

Div. 5, L. A. of O. R. C. gave their 2nd annual excursion, to Woodland Beach, by the steamer Thos. Clyde on Tuesday; July 1st, and was an event which passed off with credit to the committee of arrangement who did their utmost to arrange the days pleasure for the many who wished to take a delightful trip down the Delaware Bay and enjoy a salt water bath, and as there was not any storms or accidents to mar the pleasure of the day, all came home well pleased with the trip and refreshed by their salt water bath. Among the many who were on board, were several members of Div. 162, as follows: Wm. Bingham, Wm. White, Mr. Pearl, Mr. Chininson, Thos. Moore,

E. Funk, G. Filly, H. Pickle, many and others. We regretted very much the absence of Mr. and Mrs. A. H. McCauley, but owing to the death of their father they could not join with us, but our sympathy was with them. We would advise Mr. H. P. the next time he takes a trip to Woodland Beach, and desires to take a bath not to stay in the water so long as it may be very injurious to his health, and also the young ladies, and also to be careful of his voice or he might possibly strain his vocal chords, and we will give Mr. T. M. credit for the care he took of his baby, as we never saw it in his arms once all day. He made a good nurse. We appreciate the interest Div. 162 takes in the welfare of our auxillary. Our delegate arrived home from the convention all safe and sound, but the western divisions better be careful or we will be far in advance of them, as we have taken in two more members and expect several more.

MRS. B. F. WILTSE,
Cor. Sec. Div- 5, L. A. of O. R. C.

The Tailor-Made Girl.

To-day the "tailor-made girl" stands as the selection, the survival of the best ideas in dress of the last half of the nineteenth century. Her dress is neat, solid, compact, useful, convenient and adaptable. It stands for service and the absence of superfluity, for readiness in an emergency and propriety everywhere. It is the universal high school and college dress, the best traveling dress, the city walking dress, and it stamps the wearer as an intelligent and cultivated woman, says the *Woman's Cycle*. It is expensive because good workmanship and good material is put into it; but it never breaks out and never wears out; it has to be given away or cut up to get rid of it. It has done more for the health of American woman than all the medicine in existence. It has reconstructed them and built up an upright, vigorous, well-built, healthy young womanhood out of the shreds and patches, which were about all that was left of the woman that had been.

A Hot Place to Rest.

"Ma, I've an idea that some of the folks in this graveyard haven't gone to heaven."

"You don't say! What makes you think they haven't?"

"Because I read it on the tombstones."

"No."

"Yes, I did, though. It was carved on ever so many, 'Peace to his ashes.' Now, there ain't any ashes 'cept where it's very hot, is there, ma?"



LAWS GOVERNING THE MUTUAL BENEFIT DEPARTMENT OF THE ORDER OF RAILWAY CONDUCTORS.

ARTICLE I.

TITLE AND GOVERNMENT.

This Department shall be known under the name and title of the Mutual Benefit Department of the Order of Railway Conductors of America, and shall be under the control and government of the Grand Division of the Order of Railway Conductors, and it shall consist of two classes, to be known as A and B.

ARTICLE II.

OBJECT.

Its object is to aid and benefit disabled and the families of deceased members of the Order of Railway Conductors.

ARTICLE III.

WHO MAY BECOME MEMBERS.

Any member of the Order who is in good standing and not over fifty or under fifteen years of age, may become a member of Class A of this Department, any member of the Order who is in good standing and not over sixty and under twenty years of age, may become a member of Class B of this Department, provided they are in good health and free from any disability, and should any member be suspended or expelled from the Order, he shall not forfeit his membership in Class A of this Department so long as he shall pay all assessments. Should any member of Class B be expelled from the Order, he shall forfeit his membership in Class B and all right to any benefit therein, except as provided in Article XIII. No member shall be permitted to hold more than two certificates in Class A, nor more than five in Class B.

ARTICLE IV.

OFFICERS.

The officers of this Department shall consist of an Insurance Committee, a President and a Secretary. The Insurance Committee shall be elected by the Grand Division of the Order. The Grand Chief Conductor of the Order shall be, *ex-officio*, the President, and the Grand Secretary of the Order shall be, *ex-officio*, the Secretary.

ARTICLE V.

THE INSURANCE COMMITTEE.

The Insurance Committee shall be the executive head of the Department, shall decide any question of dispute that may arise during recess of the Grand Division, such decision to be final until reversed by the Grand Division. All death or disability claims shall be subject to their examination, and no claim shall be paid until approved by them. In case of a majority and minority report on any claim, it shall be held in abeyance until passed upon by the Grand Division. Any member may appeal to the Grand Division or the Board of Directors. The senior member of the committee shall be the chairman, and shall submit annually a written report of all business transacted by them. They shall receive for their services the sum of one hundred dollars each per annum, and their necessary expenses shall be paid after being audited by the Finance Committee and approved by the Grand Division.

ARTICLE VI.

THE SECRETARY.

The Secretary shall keep a true record of all the business of the Department, a register of the members in each class, with the number and date of each certificate issued, receive and hold in trust all funds of the Department, and for each approved claim in Class A he shall as soon as possible, pay to the proper person or persons one dollar for each certificate on which the assessment for such claim has been paid, provided no payment shall exceed twenty-five hundred dollars on one claim, and for each approved death claim in Class B he shall, as soon as possible, pay to the proper person or persons one dollar for each certificate on which the assessment for such claim has been paid, provided no payment shall exceed one thousand dollars on any one claim; and for each approved disability claim in Class B he shall pay to the proper person or persons fifty cents for each certificate on which the assessment for such claim has been paid, provided no payment

shall exceed five hundred dollars on any disability claim. He shall submit a correct report annually, or oftener if required by the Insurance Committee, of all business transacted by him, number of members in each class, and the condition of the Department, and exhibit proper vouchers for all expenditures. His books shall at all times be subject to the inspection of the Insurance Committee, or any person appointed by them.

ARTICLE VII.

LOCAL SECRETARIES.

The Secretary in each Division shall keep a record of all members of the Department, properly certify and forward applications, and perform such other duties as may be required of him by his Division. He shall not be, in any sense, the agent of the Department in forwarding applications or performing any other duty connected with the Department.

ARTICLE VIII.

APPLICATIONS.

All applications for membership must be made in writing, to the secretary, and every applicant must certify before the Secretary of a Division that he is in good health, free from any disability, and to the best of his knowledge and belief he is subject to no hereditary disease, and must be examined by a physician. Such certificate must be verified by a Secretary under seal of his Division, and applications must invariably be accompanied by the required fee. Applications must also be recommended by three members of the Department, who shall certify to the truth of the application. Any member of this Department may protest against the admission of any person. When the application is in due form, there is no protest, and the Secretary knows no cause why a certificate should not issue, he shall immediately issue it in accordance with Article X. When a protest is entered against the admission of any person, all papers shall be referred to the Insurance Committee, but any person may appeal from their decision to the Grand Division, and they shall present such appeal with all papers pertaining thereto, to the Grand Division at its first regular session thereafter.

ARTICLE IX.

FRAUDULENT STATEMENTS.

Fraudulent or false statements to procure the issue of a certificate shall be sufficient cause for the revocation of the same, or for the non-payment of any claim.

ARTICLE X.

MEMBERSHIP.

Applications for membership in Class A if accepted, shall be duly accredited as members from the date their application is certified by a

Division Secretary, and certificates must be dated to correspond. Applications for membership in Class B shall take effect and be in force on and after 12:01 A. M. of the day they are accepted by the Secretary of the Department.

ARTICLE XI.

FEES.

A fee of five dollars must accompany every application for membership in Class A of this Department, and in case the applicant has forfeited membership in Class A since January 1st, 1882, a fee of ten dollars must accompany the application. All amounts received for fees shall be placed to the credit of the expense account of Class A. A fee of three dollars must accompany every application for membership in Class B. Two dollars of this amount shall be placed to the credit of the expense account of Class B, and one dollar shall be placed in the Reserve Fund provided for in Article XXV of these laws. In case any application is rejected the fee shall be returned. Any member of Class A who is in good standing may exchange his certificate in Class A for two certificates in Class B without the payment of any fee, and without physical examination, and members so exchanging shall be classified according to age at the time of such exchange.

ARTICLE XII.

ASSESSMENTS AND FORFEITURES.

When a claim in Class A is approved, the Secretary shall, as soon as practicable thereafter, issue a notice to every certificate in Class A, dated on or before the date of the claim, giving the name of the person on whose account the claim is made, to whom payable, cause and date of death or disability, and particulars of any claim or claims paid, and shall notify each to forward to him, immediately, one dollar, except as provided in Article XVI. When a claim in Class B is approved, the Secretary shall issue a notice to every certificate in Class B as above provided, and except as provided in Article XVI, shall notify each to forward to him amounts as follows.

For every certificate held by a member who was under thirty years of age when the certificate was issued, one dollar and twenty-five cents, of which 25 cents shall be placed in the Reserve Fund.

For every certificate held by a member who was thirty and under forty years of age when the certificate was issued, one dollar and fifty cents, of which fifty cents shall be placed in the Reserve Fund.

For every certificate held by a member who was forty and not over fifty years of age when the certificate was issued, two dollars, of which one dollar shall be placed in the Reserve Fund.

For every certificate held by a member who was fifty years of age when the certificate was issued, two dollars and fifty cents, of which one dollar and fifty cents shall be placed in the Reserve Fund.

ARTICLE XIII.

WITHDRAWALS.

Any member of Class A may withdraw by paying all assessments for which notice has been issued up to the date of notice of withdrawal. Any member of Class B may withdraw by paying all assessments as above provided, and after having been a member two years or more shall receive a paid up certificate for ten per cent. of the amount paid by him in assessments during the first two years, and an additional five per cent. for each year over two, provided no paid up certificate shall exceed fifty per cent. of the total amount of assessments paid, or the amount provided for in Article XVI of these laws. And further provided, that the holder of a paid up certificate may make a claim for disability at any time, under Article XV of these laws, but no disability benefit paid on a paid up certificate shall exceed one-half of the amount of the certificate. The provisions of this Article shall also apply to members who forfeit their membership in Class B under Article III.

ARTICLE XIV.

DEATH CLAIMS.

When the death of a member of this department occurs, proof of such death shall be made upon blanks furnished by the Secretary in accordance with instructions of the Committee, and a sworn affidavit from the Chief Conductor, the Assistant Chief Conductor, and the Secretary of a Division of the Order, accompanied by a certificate from the attending physician stating the cause of death, shall be prima facie evidence of a member's death, and the claim shall be paid after being submitted to the Insurance Committee and approved by them. Claims for benefit must be filed within one year from the date of death, and this department shall not pay any benefit for the death of any member unless a claim is filed with the Secretary within one year from the date of death.

ARTICLE XV.

DISABILITY CLAIMS.

Should any member of this Department become totally disabled by accident or disease, and shall furnish a certificate upon a blank provided for that purpose, signed by two competent physicians and five members of the Department, giving date and cause of disability, and certifying that, to their honest belief, the claimant is, and will ever remain, totally disabled from performing any

labor whereby he can maintain himself or family, the Secretary shall proceed as provided in Articles XII and XIV, and such member shall thereafter be an honorary member not entitled to any further benefits, provided no claim shall be paid when death or disability is caused by venereal disease or while under the influence of liquor. And further provided, that the loss of eyesight, a hand, foot or limb, or the loss of the use of the same, shall also constitute total disability within the meaning of this article.

ARTICLE XVI.

AMOUNT OF BENEFIT.

No claim paid by this Department shall exceed twenty-five hundred dollars for each certificate in Class A held by the deceased or disabled member, and in Class B the amount paid shall not exceed one thousand dollars for death, or five hundred for disability, on each certificate held by the deceased or disabled member, and when the amount in the Mortuary Fund of either class shall be sufficient to pay a claim in that class, no assessment shall be made for that claim.

ARTICLE XVII.

CHANGE OF ADDRESS—TRANSFERS.

It is the duty of every member to notify both the Secretary of the Department and the Secretary of the Division of which he is a member of any change in his address, and the Department shall not be responsible for any delinquencies which may occur through any failure to notify the Secretary of change of address. When a member joins a Division and presents a certificate of membership in this Department and a receipt for the payment of the last assessment, the local Secretary shall place his name upon the insurance roll of that Division.

ARTICLE XVIII.

DESIGNATE PERSONS TO WHOM BENEFITS IS PAYABLE

An applicant may designate in his application some person or persons to whom benefit shall be paid in the event of his death, and the Secretary shall enter such designated name or names upon the register of the Department, and also upon the Certificate of Membership. Any person desiring to change the name or names of the person or persons to whom benefit is payable, shall make the request in writing upon a blank provided for that purpose, which request must be certified by the Local Secretary under the seal of the Division, and forwarded to the Secretary with the certificate of membership. Upon receipt of such request in proper form, the Secretary shall make the requested change on the Register, provided no benefit shall be made payable to any one not having an insurable interest in the life of the member.

ARTICLE XIX.

DUPLICATE CERTIFICATES.

The Secretary shall, upon application, upon a blank provided by him, issue certificates to replace any which may be lost or destroyed. Such certificates must be plainly marked duplicate, and notation of the issue, with date, made upon the register.

ARTICLE XX.

NOTICE OF ASSESSMENT.

The notice of assessment shall be written or printed, or partly written and partly printed, and placed in an envelope, properly addressed to the member for whom it is intended, as the address is shown on the books of the Department, one full rate of postage paid thereon, and deposited in the office. The envelope in which such assessment notices are inclosed must have a printed "return card" thereon.

To insure proper credit being given, members must return the notice of assessment with the remittance, and the Department shall not be responsible for any errors that may occur in consequence of failure of any member to return any notice. The Secretary will then stamp the notice "paid," with the date, and deposit the same in the post-office, properly addressed, and the notice so stamped shall be a sufficient receipt for payment of the assessment.

ARTICLE XXI.

BENEFIT—TO WHOM PAYABLE.

In case the designated payee of a member should not survive him, the benefit shall be paid to the first named who shall survive him, as follows:

- 1st. In accordance with the provisions of the lawful will of the deceased, should one be left.
- 2d. To the widow of the deceased.
- 3d. To the child or children of the deceased.
- 4th. To the father of the deceased.
- 5th. To the mother of the deceased.

In default of all the above, the expenses of the last sickness and funeral of the deceased shall be paid by the Secretary, provided no other provision has been made for the payment; and further provided, that bills for the same are approved by the Insurance Committee. In no case shall the amount so paid exceed the benefit, and bills for such expenses shall be paid in the order of their presentation to the Secretary. Any balance remaining after this section has been complied with shall revert to the Reserve Fund of the Department.

ARTICLE XXII.

BENEFIT—TO WHOM PAYABLE.

When a disability claim is approved for payment, the benefit shall be paid to the disabled member, except when such disability is caused by permanent insanity, when it shall be paid as follows:

- 1st, wife; 2d, child or children; 3d, father; 4th, mother.

In default of all the above, the benefit shall be held in trust by the Secretary, and expended solely for the benefit of such disabled members, by the advice and with the approval of the Insurance Committee. In case of the death of such disabled member before the full amount of the benefit is expended, the balance will be paid as provided in Article XXI.

ARTICLE XXIII.

MONEY—HOW FORWARDED.

All money must be forwarded by express, draft or post-office order, and all charges for expressage, collection or exchange must be prepaid.

ARTICLE XXIV.

APPLICATION—FORM OF.

All applications for membership in this Department shall be in the form prescribed by the Secretary when approved by the committee.

ARTICLE XXV.

RESERVE FUND.

There shall be, in Class B of this Department, a Reserve Fund, to be accumulated as provided in Articles XI, and XII, of these laws, and such Reserve Fund shall be invested by the Secretary, with the approval of the Insurance Committee, at a rate of interest not less than three and one-half per cent. per annum. In case there should be a disagreement in regard to the investment of any portion of this fund, such portion shall be invested in United States bonds until the matter is passed upon by the Grand Division. The interest accruing from this invested fund shall also be invested in accordance with the above provisions until such time as the principal sum shall amount to \$500,000, when no further additions shall be made to the Reserve Fund, and the full amounts of all assessments for losses and all interest accruing from the invested Reserve Fund shall be used to pay losses.

All bonds or other securities of whatsoever kind shall be deposited with the Auditor of State, of the State of Iowa, in accordance with the laws of said State, and no part of the said securities shall be delivered by the Auditor, except upon the written order of the Secretary, countersigned by not less than two members of the Insurance Committee.

Whenever occasion requires, any portion of this Reserve Fund may be withdrawn and used to pay claims for death or disability in Class B, provided it is approved by the Secretary and not less than two members of the Insurance Committee.

Should the principal sum invested as a Reserve Fund, through losses on investments, withdrawal of a portion, or from any other cause, fall below the amount of \$500,000, all interest thereon, and a portion of all fees and assessments in this class, as provided in Articles XI. and XII., shall be invested as provided above in this Article until the sum invested shall reach the sum of \$500,000, it being the intent of this Article to provide and permanently maintain an invested Reserve Fund of \$500,000, the interest of which is to be used exclusively for the payment of benefits.

ARTICLE XXVI.

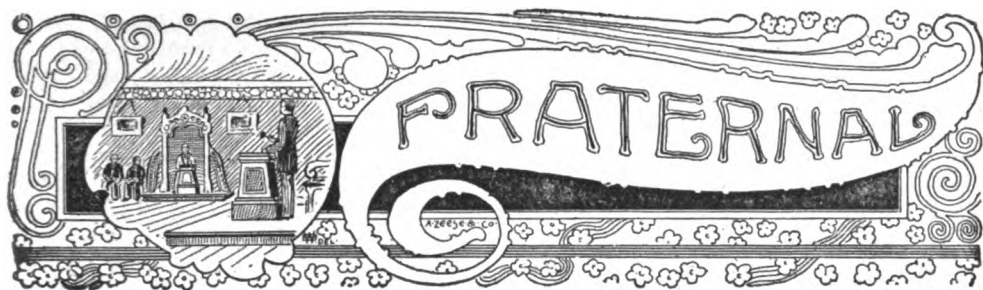
AMENDMENTS.

These laws can only be repealed, altered or amended in accordance with Section 1, Article XI of the Constitution.

ARTICLE XXVII.

EXPENSE ASSESSMENT.

The Insurance Committee shall order an expense assessment in either class, at any time, upon application from the Secretary, showing there is less than five hundred dollars balance to the credit of the expense account. Such application shall contain a full statement of all receipts and expenditures for the expense account from the date of the last expense assessment.



Editor Railway Conductor:

Do you now believe the prophecy of six years ago, while in Kansas City? That "C. S. Wheaton would rule or ruin the O. R. C."

When the striking clause was spoken of in Rochester, I said C. S. Wheaton will use that with R. R. officials to get himself a position, or else, he will start opposition. My husband was invited to Sunday's meeting in New York. I said do not go, for it is Wheaton's work. My husband said: No! he thought not. To-day he is through with C. S. Wheaton for ever. This movement no doubt, will hurt the O. R. C. some, but it is not made up of our good members. Your articles in "RAILWAY CONDUCTOR" do not reach the mass, but the opposite party will advertise its untruthfulness in papers read by the many. I hope you may be directed by a higher power in all you say and do, for you have an oily serpent to deal with. Remember that out of twenty thousand only *one hundred* have listened to the tempter. If the O. R. C. owes C. S. Wheaton as he claims, I wish he could be paid, and we read in our next R. C. that we were rid of such a man

CONDUCTORS WIFE.

June 25th, 1890.

Editor Railway Conductor:

Last week I received an invitation to attend a meeting to be held in New York City at the Coleman House, on Broadway, but no body could tell me the hour; so myself and a friend, an O. R. C. brother, went in the afternoon at two o'clock. In ten minutes after the meeting was opened I wished I was home. Mr. Wheaton in the chair called meeting to order, and invited the Committee on Ritual and By-laws to report. Mr. Ostrander said, before the Committee reported he wished everyone in the room to be sworn to secrecy; up jumped McVeigh from Philadelphia Division, 204, and he did defend us in fine style. They let us all stay in but the Committee on Rituals and By-laws did not report, though enough was heard to know that they were building a new Order to be called The Independent Order of Railway Con-

ductors, or in other words I. O. of R. C., Mr. Wheaton as president, secretary and treasurer. Now don't you think it is clear gall and cheek? I think Mr Wheaton a fraud, and Mr. Chittenden. I did always think him a gentleman before this, but I have no words to express my contempt for him now. Frank Griffith, Ass't Sup't of the M. & E. Div. of the D. L. & W., was asked by a man from Hartford where he ran; "Oh," he said, "I am Ass't Sup't of the D. L. & W. R. R., but I have the welfare of the conductors at heart." That would do to tell, but the writer has known him for the last twenty years, the whole sum and substance of it is that the members of 168 have to follow the shepherds, who are Griffith, Chittenden & Co.; in regard to Mr. Devoe, I don't think he will have anything to do with them but I may be mistaken. I have been acquainted with these men for years and some of them are my best friends, but I can't follow them, I must stick to the O. R. C.

They appointed ten members, mostly from Division 201, to constitute a Grand Division to meet at the same time and place on July 6th, and all the Divisions that wished to join should send their delegates to the Grand Division of Wheaton & Co.,—and then they would give them the new work. Ostrander got up and said that he understood that Daniels had sent two members to be present to see what was done. I don't know whether he did or not. I was there, and if there is anything you wish to know that you think I could give you I would gladly do so. The editorial June 15th, was just to my taste. You may hear from me later.

GIANT.

SAVANAH, Ill., June 30th, 1890.

Editor Railway Conductor:

Brother A. B. Garretson lately appointed G. S. C. to fill vacancy, visited this Div. No. 78 on the 25th, instant, and the few who were fortunate enough to be here, enjoyed quite a treat, in meeting a prince of good fellows, and one and all join me in saying, the Executive Committee made no

mistake in appointing him, as it is only necessary to meet him to recognize his ability, for so arduous a position. I can insure Brother G. that he made a host of warm friends in our little town, and all will be anxious to meet him again. We hope we may have more ample notice of his coming next time. Confidence in our Grand Chief and minor officers brings us to a realization of the fact, that we are men among men, may it ever continue thus. All the boys will be pleased to learn that Brother M. E. Lucas has resumed his run, conductors being born, not made; when Mike Lucas was born, a conductor was born. Brother Hodges is still G. Y. M. for the C. B. & N. here and oversees the "Cut off, and come in," act. Brother A. T. Wolcott has been promoted to main line passenger run from Galena Branch, Brother Gleason of Div. 3, taking his run. The prospects for a large increase in our membership are very good, let the good work go on. The last issue of THE CONDUCTOR was a "rattler" and had the true ring to all its editorials. Div. 78 is "in line" and will be found from now on, with a solid unbroken front. If W. C. Cross loses his "grip" with the "Q" I'd recommend him to the fostering care of Chittenden, Ostrander & Co. We all look for THE CONDUCTOR as regularly as we do for pay day, only twice as often.

Yours truly in P. F.,

G. W. A.

July 4th, 1890.

Editor Railway Conductor:

Can you inform me when C. S. Wheaton will start west to organize his I. O. of R. C. It seems to me that from the move he has made, it was his intention to either rule or ruin. We have paid him a good salary and have been bound hand and foot, and now after such a majority vote elected Brother Clark to his place he rebels and tries to split our ranks. I feel confident that the O. R. C. can handle it's business, and I see no good reason why we will not succeed. I am glad that Brother Daniels remains with us and for us. Our Order has always been first; let us keep it so; we can, if we will only pull together.

Yours in P. F.,

E. J. DENIS, DIV. 41.

TERRE HAUTE, Ind., May 30th, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER:—In all probability enough has and will be written about Rochester, and the twenty-second annual convention to fill several volumes of THE CONDUCTOR. While I was not the delegate from 92, I am in full accord with the most prominent *departures* made by

that body, for you can't *rub it out*, but the Order was suffering from a severe case of the *dry rot*; but thanks to the intelligence and zeal displayed by the members composing the convention, new life has been infused into the Order. The good work has scarcely begun. Away with procrastination. From a human standpoint, it is perfectly natural that we want, "as we journey here below," something; I may not see it, but my children will have the benefit of it," is a saying too far fetched. Then why not let both generations have a chance, as there is no danger of a conductor ever getting more than his share of the good thing. I am away off again. When I commenced this letter I intended saying something of Rochester, its immense water power and fine hotels, and for \$2.50 per day what a handsome little 2x6 sky-parlor you could get. There being so many other large cities it may be possible the convention will not fall to Rochester again soon. The members of Division 8 did all in their power to make the delegates and visiting Brothers comfortable, and you will not find in your travels north, south, east or west, any set of Brothers more deeply attached to the Order or its best interests.

The delegates, visiting Brothers and their wives, taking the special from Chicago via C. & A. owe very much to Brother O. H. Ayers who made all of the preliminary arrangements, and safely delivered the train to the "Nip," & O. at Marion. About all the Brothers will remember the delay caused by the washout near Mansfield, of something like ten hours. But we "got there all the same," for \$1.10 or a penny a mile which will in some cases go a long ways as a lubricant.

Yours in P. F.,

C. H. ARTHUR.

RICHMOND, Va., June 2d, 1890.

To Editor Railway Conductor:

DEAR SIR AND BROTHER: As I have never had the pleasure of putting up the old X confed bill, I am willing to increase the reward to XX of the same currency for a few remarks from our C. S. through the RAILWAY CONDUCTOR.

We had the pleasure of having with us March 23d, Lord Mayor of 224 and staff. Sorry they could not remain longer with us. Next time will try and show them Butchertown and Rockets, this being over looked owing to their short stay. We are drifting above sea level—added five to our list since March 1st, 1890, and several petitions on hand. At our last meeting had the pleasure of having with us Brother Moore of Charlotte Division and Brother E. T. Morris, of 152. All the boys are well pleased with the returns from the G. D.

Here I will give the movement of some of the boys on C. & O:

Richmond Div.—Bro. J. K. Michie, better known as "Horsemar Jack" punching tickets between Richmond and Bethel; Bro. J. B. Ellerton, pulling the string on F. F. V. trains between Richmond and Clifton Forge; Brother G. W. Tayler checks freight between Richmond and Charlottesville; Brother J. J. Robinson through freight and extra passenger; Brother R. F. Burnham shuffles cars in Charlottesville yards.

Pen. Division.—Brother J. T. Bailey and A. C. Burkley have charge of the rope; Brother J. B. Herndon and E. Bosseix, local; Brother A. J. Blanton, J. F. Davis, W. J. Binford, C. W. Cosby, J. L. Petfus, H. M. Lane, W. Palmer, W. G. Woody and W. J. Seay through freight; Brother J. H. Fitch moves about with logs and rock keeping the bed in shape.

J. R. Div. Brothers T. A. Goodman and M. H. Haynes handle the punches between Richmond and Clifton Forge; Brothers L. C. Schweickert, W. L. Harris, T. J. Hewlett, A. T. Lane, J. C. Doswell, W. J. Tyler, J. M. Tyler, M. W. Carter, J. J. Tayler, E. W. Mosley, P. M. Goodwin and Old-sorrel-top, on through freight; Bro. H. Schweickert rambles 2d street, Orleans street, and 17th street yards from 7 p. m. to 7 a. m.

We have some railroad officials surpassed by none; Mr. G. W. Stevens, general superintendent, always full of smiles. Mr. C. E. Doyle, superintendent, always pleasant and will give you a shake when in reach. Mr. C. C. Walker, who has been in office since Aug. 7th, 1879, and with the many changes in the company has been recently appointed assistant superintendent. Mr. E. F. Anderson, who was once number taker, now clerk for C. C. W. Mr. E. P. Goodwin our chief dispatcher and his staff, W. O. Harris, W. A. Witt and C. S. Wright, train dispatchers from wayback; and boys I tell you, no use to take your gun or fishhook to sport while waiting for trains or orders, for the above team will only give you time to make out your identification cards, and this must be done between stations—trains will slack up only in order to handle switches and exchange cards—all like clock work. I learn that Brothers P. M. Goodwin and M. W. Carter have given up freedom and signed contracts for life—Boys mean business. Well, I will stop until after laying of the corner stone of the city hall at Mineral City, Va.

Yours truly in P. F.,

C. D. GOODWIN.

S. and T. Division 152.

ALBANY, Oregon, June 23, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO.: I have just received the CONDUCTOR, and in looking over contents I see that there is some of the members dissatisfied with the action that was taken by the Grand Division in striking out the strike clause. We must remember that it was done by a majority of the members, and that we have agreed to yield a cheerful compliance to the will of a constituted majority, then let us do so. The majority must rule, and we make nothing by kicking. So let us stand together and all have a good word for the Order, and assist our Grand Officers to build up the Order instead of trying to pull it down. I would like to ask the dissatisfied Brothers what they expect to gain by their action? I will say this much, they will gain the contempt of all good men. I would like to say this to the loyal Brothers: the Grand Division by a large majority of all votes cast have elected Brother Clark Grand Chief Conductor; for Brother Clark to be successful he will want the support of all loyal members. Let us give him that support and aid, and assist him in every way we can, and I have no doubt Brother Clark will make a good officer.

Yours in P. F.

R. T. HEDRICK.

July 7th, 1890.

Editor Railway Conductor.

THE RAILWAY CONDUCTOR of July 1st came to hand about twenty minutes ago, and I laid aside everything until I read the article on the Ind. O. of R. C. While I had heard and even read something about C. S. Wheaton's treachery, and while I am not surprised, I am sorry that the Order maintained such a man so long, and those that he takes with him are no good in our Order, and each one that secedes I would see that their names were dropped from the Insurance Department just as soon as it can be done lawfully and right. I don't often step aside and write upon such matters, but I feel that every true man should sustain the Order and yourself, when a "Traitor" like Wheaton that has lived upon the fat of the Land for several years past, and put on the airs of a Lord is exposed. I should think Elmira would want to rid itself of such a citizen. I hope the boys on the old Erie will shun him as they would a rattle-snake. I pen these few lines to help you to stand firm, and use every fair means to destroy the enemies of our noble Order. Brother Daniels, right is might, and it will prevail. You have my good will. Hoping God will be on our side, I am

Sincerely yours in P. F.,

ERIE.



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

MR. E. A. FORD AND THE CONDUCTORS.

During the early spring a number of the oldest conductors on the Pennsylvania road were dismissed without any reason being assigned, presumably on account of the reports of spotters.

The newspapers in publishing the accounts of these dismissals published the report that Mr. E. A. Ford, General Passenger Agent of the Pennsylvania lines west of Pittsburgh, had said, "It is bad policy to keep a passenger conductor in that capacity for more than three or four years," some of them making extended editorial mention of the policy indicated by such a remark. This coming to the attention of Mr. Ford, the following letter was written by him to one of his assistants:

"MY DEAR SIR: Upon my return from an extended absence I have your letter, in which you advise that conductors are charging me with saying that "no passenger conductor should be permitted to run a train longer than two or three years."

"I never made such a statement, nor have I ever said anything about conductors which could be construed into such a statement. I believe that after a man is properly educated for the business of "conducting" a passenger train he should be retained in that position so long as he performs his duties promptly, faithfully, honestly, intelligently, politely and loyally, and is not physically or morally incapacitated, or until his merits entitle him to and secure for him promotion to a higher place under the well-known civil-service rules and policy of the Pennsylvania lines.

"You can hand this letter to any passenger conductor who may desire to have it for reference, and make such other use of it as you think proper in refuting the untruthful reports which have been so persistently circulated regarding my position in this matter.

Yours truly,

E. A. FORD.

The report that Mr. Ford had made the remark above quoted originated with Mr. Wheaton, ex-Grand Chief Conductor of the Order of Railway Conductors, although his statement was not that Mr. Ford had made such a remark, but that Mr. Ford was the author of a resolution which had been adopted by the Association of General Pas-

senger and Ticket Agents, reciting that "the average life of a passenger conductor should be two years, and that the limit should be three years." Mr. Wheaton said, as authority for making this statement, that he had been shown a circular by a high official on a prominent railway, said circular having been issued by the General Passenger and Ticket Agents Association reciting the adoption of the above quoted resolution, and citing cases in support of the line of policy indicated, that is, that passenger conductors should be discharged after having run a train for two or three years.

Mr. Ford's letter was understood by many of those who were acquainted with the origin of the report as being evasive and simply denying the fact that he had said, that no passenger conductor should be permitted to run a train longer than two or three years, but did not deny the allegation that he was the author of the resolution which had been adopted by that association.

On account of this understanding by many of the members, a letter was addressed to Mr. Ford, by the writer, explaining the original report, and asking him in regard to its truthfulness, also informing him that many considered that his open letter was not a reply to the original accusation.

We give here the correspondence in regard to the matter, in full:

CEDAR RAPIDS, IOWA, June 7, 1890.

E. A. Ford, Esq., G. P. A., P. C. & St. L. Ry.
Pittsburgh, Pa.

DEAR SIR: I have been handed by an employee of the Pennsylvania Company a copy of a letter written by you in which you say you have "never made such a statement, nor have I ever said anything about conductors which could be construed into such a statement," referring to the charge made against you, that you had said that, "No passenger conductor should be permitted to run a train longer than two or three years." This charge as quoted is not as I understand it to have been made originally. Some two years ago I was told by a gentleman whose word ought to be good

authority, that he had seen a circular issued by the General Passenger Agents Association to the general managers of railways in the U. S., reciting the fact that a resolution worded something as follows: "Resolved, That the average life of a passenger conductor should be two years, and that in no case should it exceed three years," had been adopted by that association, and then reciting numerous instances where members or at least persons who claimed to be members of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Brotherhood of Railroad Brakeman, had traveled over various railways being passed by the conductors in charge of trains in violation of the rules, as one of the arguments in support of the proposition made in the resolution, and as an inducement for them to give their support to the members of the General Passenger Agents Association in an effort to have changes made in accordance with that resolution. The gentleman also informed me that you were the author of the resolution and labored earnestly for its adoption, and it is from this that the charge referred to in your letter has originated. I have upon the authority of this gentleman repeated this charge at different times and places, and I have also heard him repeat it in meetings of conductors.

If you can consistently do so, under the rules of the above named association, I would be very glad to have you advise me as to whether or not such a resolution was adopted, and if adopted as to your position in regard to its adoption. I am well aware that if the above resolution, or anything of that character was adopted, that it is highly probable that you are not at liberty to give me any information in regard to it, though I presume there could be no objection to your stating the fact in case no action of the kind was taken, and if so I should be very glad to give it the widest publicity to counteract any impression that has gained ground with the conductors from my repetition of the matter as told me by the gentleman quoted.

It is perhaps but justice to you to say that many conductors who have heard the charge as outlined above, deem your late letter an evasion of the matter at issue. I was much surprised when I was first informed of the matter, particularly as I had been led to form an entirely different opinion of yourself from correspondence with you some years ago, but at the time I was informed in regard to this circular I believed the veracity of the person who informed me could not be questioned. Since that time, however, matters have occurred which would not make it surprising to me to learn that the matter had been at least considerably exaggerated.

Yours very truly,

WM. P. DANIELS,
G. S. & T.

PITTSBURG, Pa., June 28, 1890.

Mr. Wm. P. Daniels, Grand Secretary, Order of Railway Conductors, Cedar Rapids, Iowa:

DEAR SIR: Answer to your letter of 7th inst. has been delayed by a search of the record, as indicated by a letter herewith enclosed, from Mr. A. J. Smith, General Passenger Agent of the Lake Shore road, who is also Secretary of the National Association of General Passenger Agents, and has been for ten years or more.

As to the alleged resolution of the association

"that the average life of a passenger conductor should be two years, and in no case exceed three," I think the enclosed letter from Secretary Smith, stating that no such resolution was ever offered or discussed, will be conclusive.

I desire to add, however, in order that there may be no possible ground for charging an attempt to evade the question, that I never offered, neither heard any one else offer, at any meeting of the National Association of General Passenger Agents, or at any other meeting, the resolution referred to; or any other resolution which, by any possible construction, could be twisted into such a meaning.

Furthermore: I have never, in conversation or a discussion of the matter, expressed any such views on the subject as the alleged resolution you refer to would imply; for the very simple reason that I do not entertain any such sentiments.

It seems to me almost impossible that a body of such intelligent men as passenger conductors could really have seriously considered that there might be any truth in such an absurd statement. A very little thought on their part should have convinced reasonable men that it could not possibly have been true.

I am much obliged for your letter, however, and for the frank statement you have made of the case. At the same time, I cannot neglect the opportunity to suggest that I think, no matter how apparently reliable your information might have been on the subject, you ought to have given me an opportunity to prove its lack of foundation before aiding in circulating a story that could not but affect me adversely, in the absence of any chance to refute it.

May I ask that you will kindly do me the justice to give this denial as thorough circulation as you may have done concerning the charge referred to, and oblige,

Yours very truly,

E. A. FORD, G. P. A.

CLEVELAND, O., June 13, 1890.

E. A. Ford, Esq., G. P. A., Pennsylvania Company, Pittsburg, Pa.:

DEAR SIR: I have taken considerable time and gone through, carefully, the proceedings of the National Association of General Passenger and Ticket Agents, from September, 1879, to March, 1890, the period covered by my service as secretary of said association, for the purpose of answering your question in your favor to me of June 10th, not that I regarded this as at all necessary, but because I wished to be very sure before I answered. When I first saw in our daily papers that you had been quoted as saying that the average life of a passenger conductor should not be more than two years, I felt sure that some one had started this report for the sake of doing you some injury. There was never any resolution such as Mr. Daniels speaks of introduced in our association, consequently you could not have supported it. There has never been any resolution passed by the association, which has gone to the general managers, except one in March, 1880, which relates to the payment of commissions to ticket brokers, and another in the same month, which relates to the issuing of passes by the passenger department on account of the freight department, and in September, 1884, another circular to the managing officers, relating to the prac-

tice, which at that time was indulged in by some roads, of giving transferable transportation to newspapers for advertising purposes.

It gives me pleasure to be able to report on this matter in this way. I have not looked through the proceedings of the C. T. Association, because you have copies of that association's meetings, and can do that yourself. I return Mr. Daniel's letter herewith. Yours truly,

(Signed) A. J. SMITH, Sec'y.

We believe that the above correspondence settles the matter and entirely and absolutely vindicates not only Mr. Ford, but the G. P. A. Association, from any accusation of the kind, and we only regret that the matter was not investigated long ago.

A letter has been written to the gentleman who, Mr. Wheaton claims, showed him the circular above mentioned, and his reply is, "I have no recollection of the matter you refer to or of any conversation on the subject."

It seemed to us very strange that Mr. Wheaton should tell any such falsehood without any basis whatever, and in order to satisfy ourselves as to whether there might have been anything upon which such a story could have been founded and grow by exaggeration, a prominent railway officer was asked if he had ever received or had ever known of any circular being issued by the general passenger agents, or any other association of railway officers, that could possibly lead to any such inference as that a resolution of that character had been adopted; the answer was very prompt and decisive: "No, sir; I have never received anything of the kind and have never known of anything of the kind being issued." Members of the Order can very readily verify the statement that Mr. Wheaton spread this report by referring to his circular for the month of September, 1888.

STILL "SACRIFICING."

C. S. Wheaton has decided not to accept any of the numerous offers of positions that have been made to him by a large number of the most prominent railways. He has had, so he says, so many offers, all of them so much better positions in a financial way, than the one lately held by him, that he has been seriously embarrassed to choose between them, and he has removed the embarrassment by refusing all. It is of no use for railway officials to tempt him; he lives not for himself but for his fellow conductors: It is a well known fact that for years he has sacrificed his personal comforts and interests in order to serve us. That this is true cannot be denied for "He himself hath said it." He has in the past, declined many offers, among them, a superintendency on the Northern Central, a General Passenger

Agency on another road, and this when, had he "consulted his own interests," he would, as he told us at St. Louis two years ago, have written his "resignation right there," and have handed it to "that Brother right there," but he did not, and continued to waste his valuable time and energy on us, and incidentally to draw the paltry sum of three thousand dollars per annum, with "expenses."

The "independent" superintendents should feel deeply gratified to him for his present sacrifices in their behalf.

THE CONDUCTOR thinks that his high sense of honor and his idea of what is due to his employers induced him to act somewhat foolishly in declining all the positions offered him. We know something of their desirability in the way of light duties and it is our candid opinion that he could have accepted *all* and still had plenty of time to devote to the "independents."

NOTHING TO SAY.

We publish in another part of this number, several extracts from the *Elmira Telegram* of July 6th, among them an interview, very brief indeed, between a *Telegram* reporter and Mr. Wheaton, the latter's portion of it being to decline to say anything for "private and personal reasons, until the proper time came." This "proper time" and "due season" are oft-told tales that are getting hoary-headed and white-whiskered from old age and frequent use. It is but a short time since, in a letter making reflections upon the character of the writer, Mr. Wheaton used the following language: "At sometime after I have severed my official connection with the Order, I will show to both you and Brother — proofs that cannot be gainsayed that the imputations that have been put upon me are false. I cannot do so now, else I should be charged with an endeavor to curry favor and working for re-election. I shall, however, take opportunity to vindicate myself when the proper time comes." This letter was written just about one month after Mr. Wheaton had "humbly apologized" to and "begged pardon" of the writer and had offered to resign his position in order to set matters right. He certainly cannot be accused of working for re-election if he will give us the proofs that cannot be "gainsayed" now. This threat that we will, at some future time, hear from Mr. Wheaton "in a convincing and exhaustive manner" is rather indefinite, and unless there is a material change in the actions of the man hereafter this "due season" will be one of those "tomorrows" that never come.

The charges made against Mr. Wheaton, if true, make a good basis for a criminal prosecu-

tion. The writer made them personally in order to relieve THE CONDUCTOR, and to take the whole responsibility of them. Let us see whether Mr. Wheaton's "convincing and exhaustive" explanation will be made to a jury or to his personal friends in secret, where it cannot be contradicted.

When Mr. Wheaton left here June 10th he was requested to return the latter part of the month in order to give some testimony in a suit then pending. As soon as it was learned that he had taken an active part in the meeting at New York, and had slandered the Order by saying that it owed him money which he could not collect, it was determined by the writer to file an information and arrest Mr. Wheaton on the charge of obtaining money under false pretenses, when he returned to the state of Iowa; had this been done it would have been for actions that have not yet been made public. When Mr. Wheaton returned the attorney for the Order decided that his evidence would not be necessary, and he would not be used as a witness; he further advised against the arrest of Mr. Wheaton as it would give grounds for a charge of bad faith on our part towards him, and would look as if we had induced him to come back here merely for the purpose of having him arrested.

It was the intention of the writer to bring several of these matters before the last Grand Division, and give Mr. Wheaton an opportunity to disprove these charges at that place, but owing to the very urgent solicitations of some of his (Wheaton's) friends, as well as those who were not particularly friendly toward him but who deprecated anything of the kind, and who felt more pity than anything else for the predicament that the man was in at the time, the portion of the report referring to these matters was suppressed, and had Mr. Wheaton acted straightforward and had not made false accusations against the Order of Railway Conductors since his defeat at Rochester, these matters would never have been given to the public and he would have been permitted to go his way in peace. There is a point, however, beyond which forbearance ceases to be a virtue, and Mr. Wheaton has certainly reached that point and need expect no forbearance from us hereafter.

The Telegram, in its questions, incorrectly quotes in saying that Wheaton is charged with sending testimony to Mr. Woodward. The charge is, that the testimony was sent out, we do not know who it was sent to; but we believe that it went to Mr. Woodward either directly or indirectly. The whole investigation was a farce so far as it purported to be anything more than a voluntary matter, as Mr. Wheaton had no more

right to hold a trial of members than THE CONDUCTOR has to order Wheaton and the seceders here for "investigation" now. The place for such investigation was in the Divisions where the members belonged. After the farce was completed, Wheaton had no shadow of right to mutilate or send out the evidence to any one unless it was on request of some division whose members were concerned, regularly made under seal.

A DESERVING MEASURE.

We desire to call the attention of our readers to a bill introduced in the United States Senate in January by Mr. George of Mississippi.

The present rule in regard to liability of railways for physical injuries, is that where caused by the negligence of a co-employee, the injured person can not recover; some courts have held that a conductor and brakeman were co-employees within the meaning of the law; others that they were not, and in fact the findings are almost as various as the cases on record. Section 1, does away with this freedom from liability for the negligence of a co-employee except in the case of injury to a person who had authority to dismiss the person whose negligence caused such injury. Section 2 wipes out any forced agreement or as they were universally called when first introduced in the west, "death warrants" and while some courts have held such contracts void it would simplify matters very much if this section should become a law. Section 3, however, contains the most important provision of the entire measure and if it can be adopted, will have a very powerful influence in persuading railway companies to adopt safety appliances. Just as soon as it becomes apparent to them, that the lives and limbs of employees is likely to be more expensive than modern appliances, just so soon will the appliances be adopted without the necessity of compulsory legislation and if the fact that a person was injured by a car that was not equipped with the safest known coupler, is made to establish a right to recover, it will be a powerful argument in favor of automatic couplers.

The trainmen of the United States should not permit this bill to slumber undisturbed in the hands of the Senate committee to which it was referred, but should unanimously demand that it be reported favorably, promptly passed by the Senate and then move upon the House enmasse. Let every reader of THE CONDUCTOR write to the senators from his (or her, for the wives are not uninterested,) state, and urge their support of this bill. Write to Senator Cullom; chairman of the Committee on Education and Labor and urge that it be reported immediately.

A Bill by Mr. George, to protect employes and servants engaged in foreign and inter-state commerce.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any sailor or other servant or employee employed in navigating any ship, steamboat, or other vessel engaged in commerce between the United States and any foreign country, or in commerce between the States, and any employee or servant of any person or company engaged in carrying passengers or property by railway transportation through the whole or a part of two or more States, or between the United States and any foreign country, such servant or employee being employed in such business for such person or company, shall be entitled to recover from his employer or master damages for any injury he may sustain in such employment through the careless, negligent, or unskillful act or omission of his employer or master, or through the careless, negligent, or unskillful act or omission of his fellow-servant engaged on the same service: *Provided,* That the master or mate of any vessel, or the directors, president, vice-president, or superintendent of a railroad company, or any officer, agent or employee of such railroad company or of the owners of such vessel, who has the power to employ or discharge the employee or servant by whose act or omission an injury may be caused, shall not, if injured by such act or omission, be entitled to the benefit of the provisions of this act:

SEC. 2. That no rule or regulation of such employer or master or company, and no agreement between him or it and any servant or employee, shall exempt said employer, master, or company from the full liability imposed by this act, but every such rule, regulation, or agreement as to the persons protected by this act be, and the same is hereby, declared null and void.

SEC. 3. That where an injury shall be sustained of an employee whilst engaged in coupling cars on any railroad it shall be prima facie evidence of negligence on the part of the railroad company that coupling arrangements, about which said employee was then engaged, were not of the safest kind then known and in use.

THE USUAL WAY.

When anything goes wrong with a railroad company, the officers are in many cases, at no loss to find some one to blame; it doesn't make much difference whether it is the infraction of some law or an accident to some train and while there are notable exceptions, it does not usually make much difference where the blame actually is, some subordinate must shoulder it. A contracting freight agent of the M. C. railway violated the I. S. law and while there is but little if any question as to the real responsibility, the prosecution against the railway and its officers is dismissed and Mr. Street is fined \$3,000. He was promptly dismissed from his position by the virtuous company as soon as the rate cutting *became public*. In this matter Mr. Street's experience is only that of a great many conductors who have learned that

rules are not made so much to be enforced and obeyed as to protect the companies. If a conductor lives up to a rule literally and results are bad, he is condemned, many times dismissed for not "using good judgment," being told that "rules cannot be made to fit all emergencies" which is true. If he uses his judgement and the result is bad he is "fired" for disobeying rules and if he ventures a protest as to the probable result of a literal obedience, is told, that is none of his business; "there's the rule; you did not obey it." In Mr. Street's case, if he did not get his share of the freight, the company had no use for him: It is not at all likely that his "cut rates" were unknown to those over him but in all probability he had the approval of his superior; his fault was in getting found out by the public and for that he is punished.

The writer during his experience in train service, has been judged by results, but for the most of the time, it was our good fortune to be under officers who approved the use of good judgement even if it included a violation of rules where circumstances seemed to require it.

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AFFAIRS OF THE RAILWAYS.

E. A. FORD TALKS OF PASSENGER CONDUCTORS AND THEIR RELATIONS TO THE COMPANIES.

E. A. Ford General Passenger Agent of the Pennsylvania lines west of Pittsburg, spent a few hours in the city yesterday. In speaking of the fact that some of the conductors on the Pennsylvania lines were disgruntled because they had been asked to give a bond in the Guarantee Company of North America, he said that this was a mistake on the part of the conductors. When they gave a personal bond, a \$3,000 bond was required; with the Guarantee Company they are asked to give but a \$500 bond, and the fact that the guarantee company gave bond for them was complimentary to the conductors, as the company would not assume the risk until they well knew the character of the men bonded. He could see no reason why a passenger conductor should not give a bond as well as a station agent or any other employee of the company who handles the company's money; it was simply a business transaction, and he would look with suspicion upon any conductor who was indignant over the matter. Mr. Ford then went on to say that he favored the paying of larger salaries to passenger conductors; he wanted them to show a disposition to be honorable and fair with the company which employed them. He did not wish it to be understood that he thought all passenger conductors were dishonest—far from that; but he disliked to see conductors oppose all efforts to place them in the right light before the traveling public by finding fault with every move made to bring about such a result. He wanted the conductors to be well paid, and in turn wanted them to say to the officials of the company: "If there is any plan by which we can aid you in knowing that you get every dollar collected, and cast off this stigma of dishonesty, we are with you."

heart and hand; if you want us to give a duplex receipt for every cash fare paid, we want to do it." There was no reason for saying that a company was suspicious of their conductors because they ask them to give a duplex receipt; it was simply business. If he paid an agent of the Journal \$25 he would want a receipt for it, not that he thought the agent would present the bill again, but simply because it was business. Right here, he said, the passenger conductors have made the mistake. They (not all of them, of course, but numbers of them) become indignant whenever the railroad company which employs them adopts some new method to show that the conductor turns in all the money which he collects, when exactly the reverse should be the case. They should be pleased that the company was trying to place them as a body above suspicion. He then cited several cases where, had certain conductors had such protection, they would not have been charged with dishonesty when they were carrying out their orders from superior officer in collecting fares from persons who claimed exemption from paying fares. He wanted to see the day when the position of a passenger conductor would be so protected that there would not be the least opportunity to charge dishonesty, and when the conductor was paid a salary which would make him feel that his services were appreciated.

The above from an Indianapolis paper purports to be an interview with Mr. E. A. Ford, General Passenger Agent of the Pennsylvania lines west of Pittsburg. There are various reasons why conductors object to applying for bonds to any of the various guarantee companies, and particularly the Guarantee Company of North America, a foreign company with headquarters in Montreal. As a general rule, refusal to give a bond by any one employed in a position of trust, is cause for suspicion, but we believe that when all the facts are fully known to the public, that the great majority of conductors will be relieved of any possible suspicion as to any wrong motive in their objections to "guarantee bonds." In the first place, conductors believe that it is an imposition for any employer to compel the employe to pay for a bond, when the employer dictates as to where that bond shall be procured, and particularly so when they firmly believe that the men who dictate as to where they shall procure bonds are stockholders in the company indicated and derive a pecuniary benefit thereby. We do not mean by this to charge that Mr. Ford is in any way interested in the Guarantee Company or any other, but there is a very prevalent belief that other officers of the P. R. R. are large stockholders in that company and that that is the reason that company is indicated. The conductors on the P. R. R. west of Pittsburg now give bonds in the sum of \$3,000, or at least have done so, procuring such bonds wherever they chose, and when that was the case, no complaints were heard. It would seem that in common justice, if guarantee

bonds are required and the employes are compelled to pay the premiums, that they should at least have the right to select the company.

There is, however, another and more potent objection, and that is to the system pursued by the guarantee companies, and particularly by the Montreal company. In making an application for a bond to any of these companies, the applicant must give a complete history, for life if the application is to the Montreal company, and for at least ten years previous to the date of the application if to any other. The applicant must also give the name and address of any and all previous employers; these employers are then asked under a pledge of secrecy, as to the applicant, and should one of them have a feeling of enmity toward the applicant, he can prevent the issue of the bond and place a stigma on the applicant for life. That this very thing has been done in the past, in several cases, is a fact known to the writer.

A short time ago, two conductors were dismissed by a well known railway, and all the information given them was that "their reports were not satisfactory," an indirect way of accusing a conductor of dishonesty without making a legal liability. The cases of these two men were taken up, and after six months they succeeded in getting from the officials the particulars of the accusation against them, and readily proved them false and were restored to their positions. Suppose, as is often the case, that no particulars could be obtained and the men were compelled to seek employment elsewhere, and when that employment was obtained, they were required to apply to a guarantee company for a bond. In their application they are required to give former employment, cause of leaving and employer's name. After the applications had been filed, the company receiving them apply to the previous employer and receive the information that the men were dismissed for dishonesty. As a consequence, the bond is refused, the men "black-listed" without any opportunity for redress whatever, for the companies distinctly specify that "in no case will the reason for a refusal to issue a bond be given," and while it is the opinion of the writer that they could be compelled to give the reason and to show up the private correspondence received by them, it is an unsettled question, and even if such a fact was established, but few conductors are in a position to attempt any legal redress. Conductors do not believe that they should be asked to subject themselves to the cost of this bond and the chances of being ruined for life without redress, by some official, who, though perhaps well-meaning himself, takes as

gospel the statement of some irresponsible vagabond of a spotter, or some other minor official who may be glad of so good an opportunity to stab in the dark, and thus vent a personal spite.

Mr. Ford may be absolutely certain that the conductors will gladly join him in any movement that will be fair and just to them, and they *will* say to him, "If there is any plan by which we can aid you in knowing that you get every dollar collected, and thus cast off this stigma of dishonesty, we are with you heart and hand"; but they will also say, "We object to any system that places us at a disadvantage or brands us as thieves in advance." They will further say, "If you are sincere in your expression that conductors should receive larger salaries and will influence the Pennsylvania R. R. Co. to pay us a reasonable salary, we will even submit to the manifest disadvantages of the guarantee bond, only asking that we be allowed to choose the company to which we shall apply."

Conductors do not object to any reasonable or proper surveillance, nor do they expect to be relieved from it any more than any other class of people in positions of trust, but they do not want to be placed under the surveillance of such men as C. J. Lynch or J. Ward Boyles, nor do they wish to give their personal enemies opportunity to secretly knife them.

To Help Him Out.

It is said that a subscription list will be quietly passed around the board of trade of Chicago by a number of big shippers, on Monday morning, with the view of securing a purse large enough to pay the fine of \$3,000 imposed by Judge Blodgett a few days ago upon Arthur Street, formerly assistant freight agent of the Michigan Central railroad, who was found guilty of granting secret rebates to a local grain house and thereby discriminating against other shippers.

Street's case is a peculiarly unfortunate one, and the general comment on the action of the Michigan Central authorities in the matter is extremely denunciatory. All the other indicted official were allowed to go free, and even the indictment against the company as a corporation was quashed. It is admitted that Street acted directly under instructions from his superior officers, but notwithstanding this, the company dismissed him as soon as the affair became public property and devoted its energies towards saving the scalps of those more influentially connected with the road. Street is so financially embarrassed that he was unable to employ counsel to defend him, and to make matters worse, as a result of the trouble, his wife has become deranged. He re-

lied on the statement of his indicted ex-associates that the company would make a strong fight and found himself left in the lurch. The whole affair has excited a feeling of disgust among railroad men generally.

A Tramp Steals a Train.

A tramp with more than the usual amount of "gall" possessed by his species, did a very peculiar piece of work at Earlville, Iowa. While the work gang of the Milwaukee road was eating breakfast at a boarding house near the railroad track, a tramp jumped into the cab of the locomotive attached to the work train standing at the depot, and opened the throttle wide. The train pulled out with lightning speed, and although the railroad men saw it start they were unable to overtake it. Ten minutes later a freight train pulled in, the engine was detached and the crew started in pursuit of the stolen train. Just this side of Panama, seven miles west, the work train was found standing on the track, but no trace was discovered of the thief. Steam was up in the engine, but the tramp was evidently afraid to run by the town, and so deserted his stolen property. The engineer expresses the belief that the tramp must be an engineer.—*Exchange.*

Union Pacific Statement.

BOSTON, June 29, 1890.

The Union Pacific preliminary statement for May shows the immense increase in gross earnings of \$899,546; operating expenses increased \$875,786, making the increase in net earnings only \$23,760. President Adams says there are three reasons for the large percentage of operating expenses this season—additional service, fast train between Omaha and Portland exclusively for the United States mail, which barely returned a new dollar for an old one, and the expenditure of enormous amounts of money for the repair of equipment. Since January 1 to April 30, \$1,700,000 was charged to this latter account, being an increase of \$550,000 compared with the same time in 1889. From present appearances every wheel will be wanted the last four months of this year to handle the traffic. The Columbia river must be bridged, and this can be done at Vancouver at a cost of perhaps \$1,000,000. As to the reorganization of the coal department, the company has under consideration the subject of developing the commercial branch of the business and something will probably be done by means of a company organized and controlled by the Union Pacific, but definite plans have not been formulated.



The B. of L. E. Journal and *B. of L. F. Magazine* for July are on our table, and both are fully up to the usual standard, though the former cannot forego the satisfaction of a thrust at the officers of the Order, and the latter indulges in a chuckle over the remark said to have been made by Mr. Wilkinson at Denver. We forbear comment on the remark until we know that Mr. Wilkinson is correctly quoted.

The *Gazette* of this city is about as lively as any of the dailies that come to this office. The fact that Editor Faulkes is an old time railway employe may in part account for it. Fred is a Republican (at least he says he is, and he ought to know), but he is independent enough to talk Democratic doctrine sometimes, whereupon some of the "leaders" occasionally undertake to discipline him. All such usually retire for repairs after the first attempt.

The Switchmen's Journal for July preaches a short sermon on the mutual obligations of labor organizations and the members thereof, which is pertinent and applicable to the Order of Railway Conductors, if to no other besides the S. M. A. A. It also dissects and exposes the arbitration legislation now pending in Congress. In 1886, when a similar bill was pending, we found ourselves alone in opposing it. We are glad to note the position of the *Journal* and wish that all our readers might read the article and follow the advice therein. Space forbids or it would be reproduced in these columns.

The Railway Service Gazette comes filled with its usual unanswerable logic, of which the following, condensed from a multitude of words, is a fair sample.

Starting with the unquestioned proposition that "there's lots of good and able men in the Order," it admits that "Clark is a good man," but "he is controlled by Daniels," and "Daniels is a conceited fool," ergo "the *Gazette* is a great paper, its editor a great man," and "the able men in the

Order, including Clark, all permit themselves to be fooled by idiot Daniels."

The "Majah" isn't afraid of anything, as will be noticed by an extract on another page, *especially* since we have promised to let him fight alone, consequently he "pins" the black flag to his mast and charges everything but the "pass."

Perhaps the most striking feature of the July *Century* is the long-expected debate on "The Single Tax," by Edward Atkinson and Henry George. Mr. Atkinson opens the discussion in a paper on "A Single Tax Upon Land"; Mr. George replies in "A Single Tax on Land Values," and there is a rejoinder by Mr. Atkinson.

Another article that marks this number of *The Century* is the beginning of *The Century's* "Prison Series," the first paper being a thrilling account of the life of "A Yankee in Andersonville," by Dr. T. H. Mann, accompanied by a plan and pictures made from rare photographs.

The first of two papers on "Provence" describes and brilliantly illustrates an unhackneyed region of the Old World: that part of France which is like Italy—with its splendid Roman remains, its palace of the Popes, and its associations with Petrarch and Laura. Miss Preston, who wrote the article, is the well-known translator of "Mireio," by the great Provencal poet Mistral.

Dr. Edward Eggleston in an illustrated article tells the story of "Nathaniel Bacon, the Patriot of 1676,"—and prints for the first time certain details obtained from manuscripts recently acquired by the British Museum and the Congressional Library.

John Burroughs, who has not lately appeared as often as usual in the magazine, prints a characteristic out-of-door paper entitled "A Taste of Kentucky Blue-grass." The pictures are by a Kentucky artist, W. L. Maclean.

Joseph Jefferson, in his charming Autobiography, describes his early experiences in Peru and Panama; he also tells how he revived the play of "Rip Van Winkle," in London, with the literary assistance of Dion Boucicault. He also has an amusing chapter on some English relatives.

Mrs. Amelia Gere Mason describes the "Women of the French Solons of the 18th Century"; and the engraver Cole presents us with one of his most exquisitely engraved blocks—the frontispiece of the number—after a painting by Philip-pino Lippi.

The fiction of the number consists of the second part of the anonymous "Anglomaniacs"; the ninth part of Mrs. Barr's "Olivia"; a story, "The Reign of Reason," by Viola Roseboro, (a young Southern writer with a rapidly growing reputation); and a complete novelette, "Little Venice," by Grace Denio Litchfield, with a full-page illustration by Mary Hallock Foote.

The Editorial Topics are: "On Lack of Conscience as a Means of Success," "New York's Reformed Electoral System," "A Recent Sermon," and "Tom-Toms in Politics." There is an Open Letter on "The Inside Facts of Lincoln's Nomination."

The July *Wide Awake* gives the young people the fun and the sentiment of the month; base-ball and independence celebrations and patriotic reminiscences abound from beginning to end. The frontispiece illustrates "The Little Fifer," a true story by Helen M. Winslow of a little lad of '76, who was missing from his home in Shirley, Mass., and turned up in Washington's camp, where his father found him at last. Mrs. Clara Doty Bates has a true story, too, a capital one, of "Grandfather's Musket," relating the escapades of two enterprising boys who built an Independence Day cannon out of a precious Revolutionary relic of Valley Forge and Lundy's Lane. "What's in a Name"? chronicles the trials of a little school girl whose name was "Independence Day." "The Freedom's Fourth at the Capitol," by M. S., describes the first Fourth at Washington after the Emancipation. "An Old Flag" is the famous "starry flag" of Paul Jones and his war ship, the *Bon Homme Richard*, now owned in the family of one of Jones's lieutenants, at Cottage City, Mass. "Indian Base-ball Players" is by one of the Indians graduating from Hampton, Mr. Thomas L. Sloan of the Omaha Reservation. It gives an account of several Indian ball-clubs, with photographs of the "Hampton Indian Nine," and "Ten Little Indians" of Hampton; the article is worth reading for the young author's progressive ideas in regard to his race. "Craps" is a spirited New Orleans story by James B. Cable, the Brother of the novelist George W. Cable. "Two Wills" by Mrs. Jesse Benton Freemont, will command attention. "How Rebecca Harding Went to School," by Grace W. Oliver, shows that all "schooling" is not in the school-room. The extravaganza of

"The Quest of the Whipping-Boy," by Georgiana Washington continues to be amusing; the Acadian Folk-Lore series by Miss McLeod is kept up with spirit. Mrs. White's article in her series, "Business Openings for Young Women," relates to a comparatively new "opening," that of "guides," an excellent and entirely practicable occupation. But perhaps nothing in the number will be read with more interest than the July section of Mr. Ward's serial, "The New Senior at Andover," it concerns the practice of "hazing," and is strongly written.

The *Railroad Trainmen's Journal* for July continues its discussion of the federation problem, replying to the *U. P. E. Magazine*. We do not see the latter, but judging from *ex parte* testimony, except as quotations are used by Bro. Rogers, we are inclined to think he has the best of the argument on the "side issues" at least. The *Journal* in the past has not only taken care of itself and the association it represents, but, in common with some other publications, assumed the task of directing the Order of Railway Conductors. There has been a radical change in this respect, under its present management.

In this connection, we quote with a hearty endorsement, the following from its columns:

"Every member of the Brotherhood has an undeniable right to criticise the *Journal*. But in the name of common decency let it not be done with a coward's method. For three months there has been a department in the *Journal* for the sole purpose of debating questions touching the welfare of the order, and there is no longer the shadow of an excuse for assailing a man where he has no chance to defend himself. The attack on the *Journal* in the absence of the editor was bad enough, but what must be said of the personal assault upon a man's character? Can a human being be guilty of anything so debasing, so sneaking and so cowardly, as to strike with the weapon of slander a man who is helpless to resist? There is but one way for the man who made that cowardly assault to prove that he is not guilty of intentional calumny, and that is to furnish the names and addresses of the persons who gave him such information."

The July *St. Nicholas* has several reminders of Revolutionary days and the "glorious fourth." In "The Baby a Prisoner of War" Margaret Forster Owen relates the capture and return of a grand-niece of Washington. Whether the incident is authentic or not, the story is amusing and cleverly told. H. A. Ogden has gracefully illustrated it. Julia C. R. Dorr tells in verse of "The Armorer's

Errand," a preliminary to the storming of Fort Ticonderoga; Laura E. Richards and Jane Ellis Joy contribute amusing verse about the Fourth and M. M. D., in the Jack-in-the-Pulpit, gives a side view of the same inspiring subject.

The sports of summer are prominent: Mrs. Pennell writes charmingly of "Cycling," Mr. Pennell furnishing the illustrations; F. W. Pangborn tells "How to Sail a Boat," and Edward Burgess, the distinguished designer of the great prize-winners, the *Puritan*, *Mayflower*, *Volunteer*, and others hardly less famous, has made for *St. Nicholas* readers complete working-drawings of a boy's sail-boat; Camp's invaluable base-ball series is continued, and no ball-player can afford not to read these articles. Simple enough to instruct the novice, they are so comprehensive as to be of aid even to the expert.

H. W. Henshaw contributes a study of the commoner American hawks, which are described and pictured in such a way as to leave no excuse for the ignorant slaughter of useful varieties, which is denounced by the writer.

A most natural and amusing little story is that by H. H. Ewing, describing "How Hugh went to the Party," which could not but be true in all respects.

Besides the articles spoken of, there are illustrated poems by Anna M. Pratt Harriet Prescott Spofford, Oliver Herford, Margaret Johnson, Katharine Pyle, and Mrs. Richards; continued stories and sketches; and the departments.

No reader could fail to find articles to his taste in a list of features so various in character and so excellent in quality.

Scribner's Magazine for July begins the eighth volume of that periodical, which promises to contain many features of interest. This issue is especially well suited to the season—containing articles on Surf-bathing, the building of Birds-nests, and on Suburban Houses—all of them elaborately illustrated. Robert Louis Stevenson sends a poem from an obscure island in Polynesia; a prominent physician of New Orleans tells of a voyage which he took in a slaver many years ago; the editor of the *Evening Post* discusses the citizen's rights to his own reputation, and there is plenty of entertaining fiction in the second installment of the striking anonymous serial, "Jerry," the short story by the author of "Expiation," and the conclusion of Harold Frederic's successful historical novel, which has been so widely noticed during the year.

Bruce Price (who has built many successful houses at Tuxedo and other important places around New York) writes of "The Suburban

House" with enthusiasm and full knowledge of the necessities and comforts which it demands, as well as of its picturesque aspects. He has kept in view the houses of moderate cost, ranging from five to twenty thousand dollars, although several illustrations are given of the grander style of suburban house. The article will be found full of practical hints for those contemplating the building of a home. This article is the third in the series on homes.

E. L. Godkin, in his acute essay, shows how strong a force is exerted in the state and on the individual by the love of social approbation, and how necessary it is that the right of a man to his own reputation should be adequately protected. He makes some pertinent suggestions as to the infringements of these rights by newspapers, and finds some remedy in more speedy trial for libel suits, and, above all, in developing a sentiment which shall cast social discredit on those newspaper men who invade the privacy of homes.

"The House of Tembinoka" is one of the first-fruits of Robert Louis Stevenson's long voyaging among the islands of the Pacific. It is the song celebrating his parting from the King of Apemama, and is full of barbaric imagery. The illustrations are from original photographs of the king and his subjects.

"The last Slave-ship" is the romantic, but entirely true narrative of a voyage on a slaver from New Orleans to the Congo and back to the West Indies in 1859. The author, George Howe, M. D., had just been graduated at a medical school, and accepted an opportunity to go with some freedmen to Liberia. That part of the voyage accomplished, all disguises were abandoned and the vessel sailed to the Congo for twelve hundred slaves. Dr. Howe's description of the voyage is frank, picturesque, and exciting. It will undoubtedly be widely read, as probably the last record of an eye-witness of the slave traffic as carried on in an American vessel.

"Surf and Surf-bathing," by Duffield Osborne, describes the peculiarities and dangers of the sport, with a series of sketches showing how best to ride the breakers, combat the undertow, dive through waves, etc. The author, from wide experience, gives much practical advice to sea-bathers.

Mr. Wheaton in Town.

Cal. Wheaton, ex-head of the staunch old Conductors' Brotherhood, who is credited with trying to get up a "kickers branch," has been in Elmira for the past three or four days, but is very reticent about his new "mutual admiration society." Perhaps it is just as well as "to a man up a tree," or, on the ground, for that matter, it is very difficult to see how anything in justification of the seceders' movement can be said.—*Elmira Sunday Telegram*, July 6th.



At a regular meeting of Alexandria Division No. 158, held June 22, 1890, the following resolutions of esteem and respect were unanimously adopted, upon the death of Mrs. Sadie Mankin, wife of our Brother and Chief Conductor, Charles Mankin, which occurred June 15th in the city of Alexandria, after a brief illness:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to visit the home of our Chief Conductor, Brother Charles Mankin and remove by death a devoted and loving wife and mother, thereby causing sorrow to their happy home; and,

WHEREAS, We bow in humble submission to the will of the Grand Chief Conductor of the Universe in removing this loving wife and mother from midst of husband, children and friends; therefore, be it,

Resolved, 1st, That the heartfelt sympathy of Alexandria Division be extended to our Chief Conductor and family in their hour of sorrow and affliction, and tender them our aid and support.

Resolved, 2d, That, while words of sympathy cannot entirely allay the sufferings of such deep sorrow placed upon our Chief Conductor and family, we can only point them to Him who in a like trying hour cried aloud, "Thy will not mine be done."

Resolved, 3d, That, as a token of respect and esteem toward our Chief Conductor and family, these resolutions be spread upon our minutes, a copy be tendered our Chief Conductor, and a copy be sent to THE CONDUCTOR for publication.

A. A. DAVIS,
G. S. MARSHALL,
J. W. ROLLINS,
Committee.

FT. WAYNE, Ind., June 29th, 1890.

At our last regular meeting of Wayne Division 119 O. R. C., the following resolutions were adopted:

WHEREAS, Brother Schofield who was so suddenly and unexpectedly called from our midst on the 30th day of May.

Resolved, That we, with humble submission, say: Thy will, Oh God, not mine be done.

Resolved, That we through his death have lost a true and noble Brother, and his wife, a good and true husband.

Resolved, That we extend to the bereaved widow, our deepest sympathy in this her greatest loss.

Resolved, That we, the members and friends of Wayne Division, who attended the funeral of our late Brother, do, most heartily return our thanks and gratitude, for the courtesies shown by the officials of the N. Y. C. & St. L. road in running a special free train from Ft. Wayne to Bellevue, and return, for all those wishing to attend the funeral.

Resolved, That these resolutions be spread upon the minutes of this Division, a copy presented to the widow, and one to superintendent C. D. Gorham, and S. K. Blair train master of the N. Y. C. & St. L. road at Ft. Wayne, and also that they be published in THE RAILWAY CONDUCTOR.

A. E. DUNHAM, }
J. CRAIG, } Committee.
C. SANER }

• BUTLER, Ind., July 6th, 1890.

Editor Railway Conductor:

At a special meeting of Butler Division No. 207 Order of Railway Conductors, held at Butler, July 6th, 1890, the following resolutions were unanimously adopted in the memory of the deceased wife of our beloved Brother, George F. Stoner.

WHEREAS, God in His infinite mercy and wisdom has called the wife of our beloved Brother home, leaving him and his two little girls to mourn the loss of a good wife and mother, that as each and every Brother felt the distress and condole with their Brother in his irreparable loss; therefore, be it

Resolved, That we extend our untold sympathy to him in his severest hour of trial, urging him to be reconciled as God doeth all things well. If he only asks he will receive. Blessed is he that puts his trust in God.

Resolved, That these resolutions be placed upon our minutes, and that a copy be sent to Brother Stoner, and that they be published in THE CONDUCTOR and *Butler Review*.

Signed,

G. M. GIBNEY, }
W. A. GRUND, } Committee.
P. J. RICHASON, }

MENTIONS

We are glad to learn that Bro. G. W. Ashford has been fully vindicated from the spotter's charge against him and that he is reinstated.

We wish to call the attention of our readers to the change in the advertisement of Messrs. James P. Wathier & Co. Their prices are certainly extremely low and there can be no question as to the responsibility of the firm.

Bro. F. S. Butler, G. O. S., has been confined to his bed by sickness nearly all the time since his return from Rochester, but at this writing is able to be up and hopes to be ready for business soon—a hope that will be echoed by all.

It is rumored that the committee on the Northern Pacific has been successful, and that hereafter that company will save its usual \$50,000 annual appropriation for "secret service" and pay its passenger conductors \$150 per month.

We regret sincerely to learn that Brother James B. White fell under a train at Huntsville, Ala., a few days ago and had his foot so badly crushed as to necessitate amputation. He is a member of 148, and in the employ of the Memphis & Charleston railway as land agent.

In response to the request of a delegation of brakemen, General Manager Halstead of the "Lackawanna," has issued an order that hereafter the brakemen shall be furnished with two uniforms per year free, the same as has been done with the conductors heretofore.

W. J. Grey, a member of Division No. 17, has forsaken the vicissitudes of a railway life, and gone into business for himself, being now the proprietor of a flour and feed store, corner of Queen and Ontario street, Toronto, Ontario. Brother Grey has the best wishes of THE CONDUCTOR and members of the Order generally, and we sincerely hope that he will prosper so well that his only regret will be that he did not make this departure in years gone by.

One of the firms that deserve the patronage and good wishes of every railroad man in the United States, is the Dueber Watch-case Company of Canton, Ohio. Send to them for their book entitled "We are Posted or Frauds in Watches," as it will be of interest to you whether you wish to buy a watch or not.

Clark should take notice that he is not the head of the Order. He is a "good fellow," but according to the "Majah" hasn't got any sense. To those who know Clark, it won't be necessary for us to say that Clark has forgotten more since his election, than the forty-eight inch brain at Toledo has ever compassed.

In answer to many inquiries, C. S. Wheaton did *not* withdraw from the Order before presiding over the New York meeting and has not applied for withdrawal, although he told members at New York that his application for dismissal had been presented and would be acted upon that day, June 22d.

An eastern paper says, "it is expected the headquarters of the new 'independent' organization will be Elmira." We presume from this that Calvin's contemplated trip to Europe has been given up and it also gives rise to the query as to whether he has any more worn out furniture to sell at an advance on first cost.

A union meeting of the members of the different associations of trainmen employed on the C., M. & St. P. railway will be held in Savanna, Ill., August 13th. A general union meeting of trainmen's associations will be held in Logansport, Ind., July 20th, and a union meeting of members of the Order will be held in Philadelphia on the latter date.

"We know there are just as good men in that organization as can be found in any other. * * There is not a member of the O. R. C. who in his heart does not know that Bill Daniels, of the C., B. & Q. scabbing circular fame, is the head

and front of their Order, and will so continue. We are told that Mr. Clark is a royal good fellow, open, frank and manly, but he is no more the head of the Order, than is Belknap the editor of their journal. It was formerly Cal and Bill. Cal now constitutes one end of the Order and Bill the other."—*Railway Service Gazette*.

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By a circular just received and dated July 1st, 1890, we note that Brother E. Rush has been appointed Assistant Superintendent of the Arkansas Division of the Union Pacific system with headquarters at Wallace, Kansas. Brother Rush is an old-time conductor and member of the Order, and has many friends who will be pleased to learn of his promotion.

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The Western Railway publishes a good portrait of E. A. Welby who lately succeeded Mr. Bancroft as superintendent of the Rio Grande Western, and if its opinion of the gentleman is correct, the employes are to be congratulated on the fact that Mr. Bancroft will have a worthy successor. The latter will take with him, wherever he goes, the good wishes of a host of friends.

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The vacancy made by the promotion of W. I. Allen to the position of Assistant General Manager of the "Rock Island," has been filled by the promotion of Chas. Dunlap, who takes the position of General Superintendent of lines west of Missouri river. This is a promotion that will give general satisfaction to employes, as they are by it assured a continuance of the considerate and fair treatment heretofore received by them.

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The Grand Secretary wishes to apologize to the members who became permanent members at the last Grand Division for giving only the initials of their names in the roll of permanent members. It was the intention to procure and print the names in full as heretofore, but it was overlooked until too late to procure the information without delaying the proceedings of the Board meeting. The error will be corrected hereafter.

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By a circular just received we note that E. T. Horn, late of the F. E. & M. V. is now fuel agent of the Mo. Pac. with headquarters at St. Louis. We do not know whether Tom has anything to do with the "inspection" of the fuel or not, but we can vouch for his efficiency as an inspector generally, as will also one poor resident of "Goosetown," Iowa, who clung to the cold side of a door some ten years ago, clothed only in an abbreviated undergarment, waiting for Tom to inspect him.

Ye Editor and better half are in receipt of an invitation to call after July 10th, at 43 Sterling street, Boston, and form the acquaintance of Brother Geo. H. Drown, of Division 122, and Mrs. Mamie K. Drown, nee Higgins, who Drown-d herself June 30th, by saying "yes" to the preacher. THE CONDUCTOR congratulates heartily and sincerely hopes that no matter what fate may betide them in the future, they will always Drown dull care and be happy.

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An excellent opportunity for legislative committees to do some good work, is to secure the adoption of a law providing that in case any company doing a guarantee business, refuses to issue a bond to any applicant, the reason for such refusal shall be given, and also providing that when any person whose application has been rejected desires it, they shall be compelled to produce in court all correspondence relating to the application. Such legislation would make those who are inclined to injure another because of the opportunity to do it secretly, careful in what they said. The guarantee companies would of course energetically oppose such a law and claim that it would put an end to the guarantee business because of their inability to get information, but this claim would be unfounded, for no honorable man would tell anything but the truth, and should not object to having it become known, and there would be no danger of any libel or slander suits without cause, for the guilty man of whom the truth is told will not ask for the production of the papers.

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C. S. Wheaton has decided to go to Europe as an agent for the Pennsylvania railroad, so he says. He finds that the severe labor of the past ten years has made it necessary for him to recuperate and thinks that he can combine business with pleasure and profit, to health and purse by such a mission. We are not informed as to whether the company are aware of his intention or not. Whether he will follow the example of the illustrious Mr. Corbin and cable his resignation of his numerous positions with the "independent" O. of R. C., or direct their affairs by cable from the other side, is not yet known, though it is quite likely that the brilliant prospects of the "independent" organization, as developed at the meeting of the ten New Haven men who compose the Grand Division, which was presumably held on the 13th inst., will induce him to deprive the P. R. R., of his invaluable services, and that he will, to the serious detriment of both health and pocket, subordinate his personal interests to the public good once more by staying this side of the water.

Brother Chas. A. Burr, of Binghamton Division, has not forgotten the invariable courtesy which made him one of the most popular conductors on the "Lackawanna," and which makes a friend of each and every person who makes his acquaintance; at least such is our inference from the following which appeared in a late number of the *New York Graphic*;

To-day is the anniversary of the appointment of Chas. A. Burr as deputy collector of the port of New York. The employes of the public store, where Mr. Burr is in charge, had a surprise for their chief this morning, in the shape of an immense floral horseshoe, which had been placed on his desk, before his arrival at the office. The testimonial was accompanied with the following:

July 1, 1890.

Chas. A. Burr, Esq.:

DEAR SIR:—To-day being the first anniversary of your appointment as deputy collector, the employes of the sixth division deem it a fitting occasion to express their appreciation of the uniform kindness which has marked your treatment of them in your official capacity, and they sincerely hope you will continue for a long time to come to retain and enjoy the position which is honored by your capacity. Respectfully,

A. GENTZER,
R. S. HEILFERTY,
Committee.

* * *

Bro. Honin of *The Railway News Reporter*, in his partial pen portrait of the Great American Journalist, who by his own account, purchased and wore an O. R. C. pin thinking it was the badge of a press association, is in error in stating that *The Railroader* was adopted by the Order at St. Paul; It was at Buffalo that the "Majah" first appeared to view and it was at St. Paul, that he loomed up with an O. R. C. pin: It was at Buffalo that he procured the Wagner pass as "a representative of the Order," and it was at St. Paul, that he was "dropped," and it was immediately after the St. Paul Grand Division, that abuse of the Order commenced, and still the "Majah" possessed the necessary cheek to appear a year later at the Kansas City G. D. though the reception was of such a nature that even the pachydermal epidermis of the "Majah" was not sufficient protection and he staid there but a day or so. Bro. Honin is also in error in the statement that the "Majah" did not turn over a dollar to the Order on account of subscriptions received at Buffalo. The "Majah" made a report of a few subscriptions received by him at Buffalo, and the proportion due the Order was deducted from subscriptions sent through this office. "Give the 'Majah' his due" Dan, and then he will not have a large balance to his credit. It is true, however, that a much less number was reported, than the "Majah" himself claimed to have taken before leaving Buffalo, so he—prevaricated, either at Buffalo or in his later statements.

As a partial answer to the question of "Wabash" in the Fraternal department, we note by a circular received at this office that New Haven Division No. 1, Conductors Association, held a memorial service on Sunday June 15th, 1890. The last entry in the cash account of New Haven Division No. 201, O. R. C. is "June 1st, 1890, E. Dickeman \$76.86." By a peculiar co-incidence \$76 86 was just the balance of cash on hand June 1st. Ex-Sec. and Treas. AS. Ostrander explains that the amount paid to Dickeman was for their memorial service; Mr. Ostrander has in his possession, property of the Order which he refuses to turn over. In New Haven as in Hoboken, the seceders simply appropriated to their own use whatever they could lay their hands upon, sending to this office, only what they could not use. The appropriation of the money by the so-called New Haven Div. No. 1, was a plain case of embezzlement, participated in by the "man with a methodist voice" who made haste to accuse members of perjury while he was almost in the act of dishonestly appropriating property of the Order. The above money can be recovered by law if all of those engaged in the matter are not "execution proof" and Ostrander can be made to surrender the property he holds or be punished for refusal, but it would cost much more than any amount that can be recovered and it is a question as to whether the example would be worth its cost or not. These men probably feel secure in the idea that on account of the expense, distance and trouble, they will not be prosecuted, but they may be mistaken.

"How to Avoid Strikes."

A general superintendent who has been very fortunate as regards strikes on the roads with which he has been connected, says that there should and could be some plan devised to put a stop to strikes, which are breaking out every few weeks. His plan would be that the general managers of the roads in a certain territory should get together, select a committee from their number to meet committees of every branch of service connected with the operating department, and fix a uniform scale of prices for each branch of service, for say two years, which both should abide by. The conditions are such that in certain territories the cost of living and clothing are about the same. He was satisfied that if the general managers would take the matter up in a sensible way, the employes would gladly do their part and put an end to these strikes, annoying and injuring both parties and greatly discommoding the public.



Injury To Passenger—Collision—Contributory Negligence. 1. In an action against a railroad company for personal injuries, it appeared that plaintiff took his seat in the smoking compartment of the baggage car; that he did not notice that the train had started until it was fairly under way; and then from his knowledge of the time of running the train, knew there were serious danger of a collision. He went into the baggage car, and stood at the door, ready to jump should there be danger of a collision, and did jump just before the trains collided.

Held, that such act whereby he was injured was not contributory negligence.

2. The fact that he went into the baggage car, where passengers were not allowed to go, did not show negligence, though it appeared from his own admission that he knew that the rear end of the train was the safest.

Cody vs. New York & N. E. Ry Co., Mass. S. J. C. May 20th, 1890.

NOTE:—It was admitted that the collision occurred through the negligence of train servants; and, that several passengers in the coaches were injured even more seriously than plaintiff. Hence plaintiff may have fared worse had he attempted to have reached the rear car.

Conditional Ticket—Expulsion of Passengers—Manner Of. In an action for damages for putting plaintiff and her husband off a railway train, it appeared that, their tickets not being stamped as required by the agent at the terminal station before attempting a return, the conductor told the husband that they must pay or get off, and at the next station the conductor returned and said in a "brusque, decided manner," to the husband, "This is H., if you are going to get off;" and, he replying that he had no intention of getting off unless ordered, the conductor said, "very decidedly, quickly and rudely" "Then I order you off;" at which they got off, but returned and paid their fare.

Held, That the company was not liable for damages for the manner of expulsion, though the plaintiff (wife) was riding on pillows and apparently an invalid.

Rose et ux vs. Wilmington & W. R. Co., N. C. S. C., May 15th, 1890.

NOTE:—That passengers have no legal right to ride on a return ticket conditioned to be void if not stamped at the terminal station is universally held by all courts. In this case the manner of expulsion alone constituted the cause of action. In order to entitle one to recover punitive damages from a railroad company for expulsion, there must be some violation of duty on the part of the conductor or servants, accompanied by rudeness, oppression, insult or indifference to consequences. It is true that the contract of common carriers to transport passengers embrace an implied stipulation to protect females against hearing obscenity, witnessing immodest conduct, or submitting to wanton approach. But in this case there was no evidence that the sick passenger's modesty or nervous system was subject to any shock, except such as was necessarily incident to the discharge of the conductors duty.

Ejection of Passenger—Tickets—Reasonable Conditions.—Plaintiff purchased a return ticket from L — to C — sold at a reduced rate on condition printed on the face of the ticket, and signed by plaintiff—that it should not be good for return passage unless stamped again by the company's ticket agent in C — and there signed again by plaintiff as the original purchaser. Plaintiff failed to have the ticket stamped, or to sign it in C — and refusing to pay his fare on the return trip, was ejected from the train.

Held, That having failed to comply with the reasonable conditions of the contract, he could not ride on it, neither could he recover for his ejection from the train after having refused to pay his fare.

Edwards vs. Lake Shore etc., Ry Co., Mich. S. C., June 6, 1890.

Evidence—Admissibility—Negligence—Postal Clerk.

In an action for damages for the death of a postal clerk, the court, on appeal,

Held, 1. Where the question is as to the fitness of a particular car for service; evidence of a general custom of the railroad company to inspect its cars is not admissible.

2. Where a car in which a postal clerk is employed runs off the track and kills such clerk, without any fault on his part, there is a *prima facie* case of negligence which will authorize a recovery of damages, unless it is shown that the defendant and those from whom it has procured its cars had used due care in constructing its cars and inspecting them. In the absence of such evidence the company is liable in damages for the death resulting.

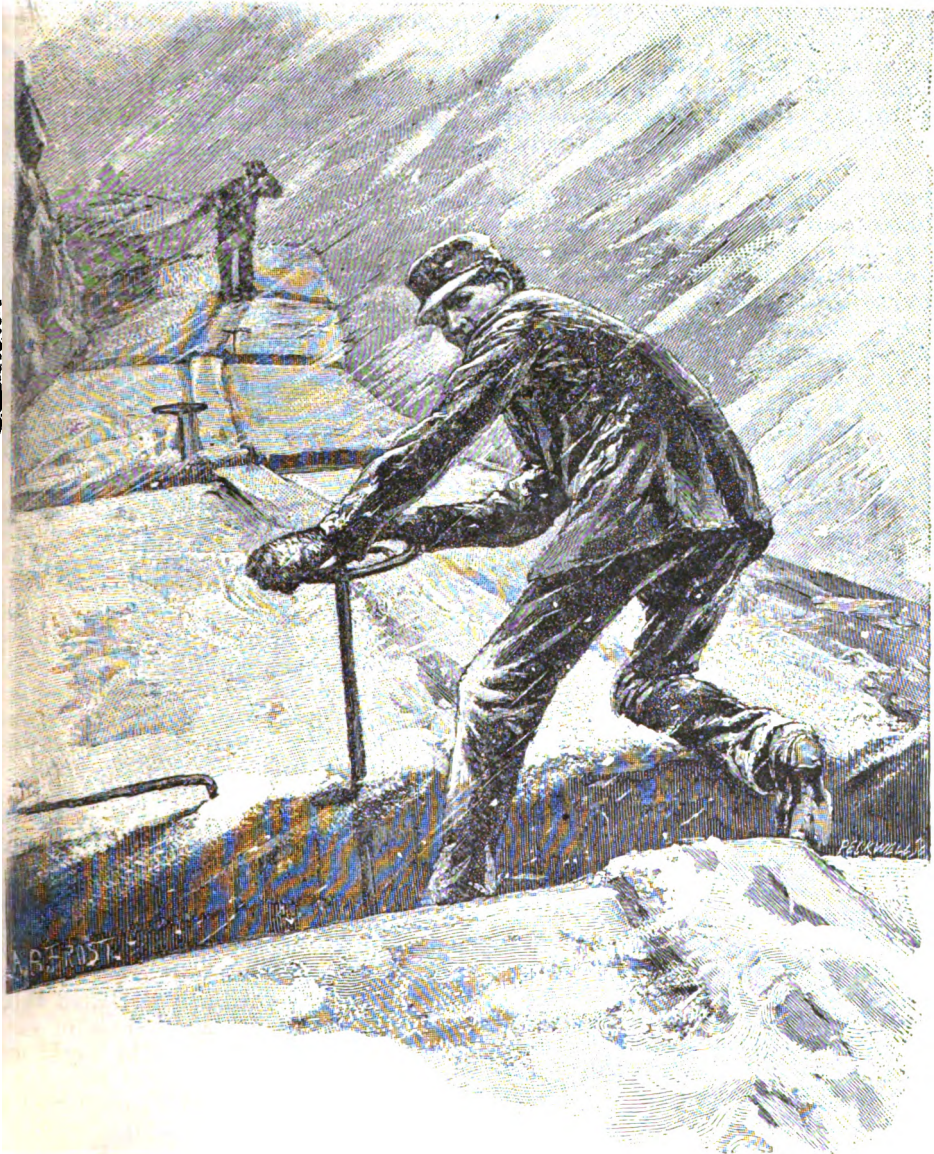
The O. & M. Ry Co. vs. Voight, Ind. S. C. May 26, 1890.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., AUGUST 1, 1890.

NO. 15.



A "PICNIC."

SOFT SNAPS FOR THE BRAKEMAN.

The hardships of cold and stormy weather are serious, both because of the test of endurance involved and the added difficulties in handling a train. The Westinghouse automatic air-brake, which has served so admirably on passenger trains for the past fifteen years, has only recently been adapted and cheapened so as to make it available for long freight trains, but it is now so perfected that in a few years the brakeman who now has to ride on the outside of cars in a freezing condition for an hour at a time will be privileged to sit comfortably in his caboose while the speed of the train is governed by the engineer through the instantaneous action of the air-brake. On the steep roads of the Rocky Mountains, and a few other lines, this brake is already in use.

But "braking by hand" is still the rule. In running on ascending grades or at slow speeds, the brakeman can ride under cover, but in descending grades, or on levels where the speed is high, they must be on the tops of the cars ready to instantly apply the brakes, for the reason that there are generally only three or four men to a long train weighing from 500 to 1,000 tons, whose momentum cannot be arrested very quickly. In descending steep grades, only the most constant and skillful care prevents the train from rushing at breakneck speed to the foot of the incline, or to a curve, where it would be precipitated over an embankment and crushed into splinters. One of the mountain roads in Colorado which now uses air-brakes is said to be lined its whole length with the ruins of cars lying in the gorges, where they were wrecked in the former days of hand-brakes. Even on grades much less steep than those in Colorado the danger of this sort of disaster is one that has to be constantly guarded against. Take the case of a 40-car train descending a $1\frac{1}{2}$ per cent. grade (79 2-10 feet per mile). Before all of the cars have passed over the summit and commenced to descend, the forward part of the train will have increased its velocity very perceptibly and will thus by its weight exert a strong pull on the rear portion, "yanking" it very roughly sometimes, and if one of the couplings between the cars chances to be weak it breaks, separating the train into two parts. Mishaps of this kind are frequent, and two or more breakages often occur at the same time,

dividing the train so that one of the parts—between the two end portions—is perhaps left with no brakeman upon it. The engineer then has the choice of slackening his speed and allowing the unmanageable cars to violently collide with his portion, or of increasing his own speed to such a rate that he is soon in danger of suddenly overtaking a train ahead of him. To avoid this breaking-in-two the brakemen must be wide awake on the instant and see that their brakes are tightened before the speed even begins to elude control. As soon as the whole train has got beyond the summit, and the speed is reduced to a proper rate by the application of the brakes on, say, one-third or one-half the cars, it will perhaps be found that one or two brakes too many have been put on and that the train is running too slowly. Some of them must then be loosened. Or perhaps some are set so tightly that the friction heats the wheels unduly or causes them to slide along the track instead of rolling; then those brakes must be released and some on other cars applied instead; and all this must be done (sometimes for an hour) when the temperature is 20 degrees below zero, or the wind is blowing a gale, just as under more favorable circumstances. A train moving at 20 miles an hour against a wind with a velocity of thirty miles increases the latter to 50, so far as the brakeman is concerned, and if rain or sleet is falling, the force of it on his hands and face is very severe. If we add to this the danger attendant upon stepping from one car to another over a gap of 27 to 30 inches, in a dark night, when the cars are constantly moving up and down on their springs, and are swaying to one side or the other every few seconds, we get some idea of, though we cannot realize, the sensations that must at such times fill the minds of the men whose pleasant berth seems so enjoyable on a mild summer's day. And this is not an overdrawn picture or the worst that might be given; for rain and snow combined often coat the roofs of cars so completely and solidly that they are worse than the smoothest skating-pond, and moving upon them is attended with danger at every step. Jumping—it cannot be called walking—from one car to another is in such cases positively reckless. The brake apparatus will in a snow storm be coated with ice so rapidly that vigorous action is required to keep it in working condition. Even a wind alone, in dry weather, some-

times compels the men to *crawl* from one car to another, grasping such projections as they may. The brakeman who forgets to take his rubber coat and overalls sometimes suffers severely from sudden changes of temperature. In spring and fall a lively shower will be encountered in a sheltered valley, and the clothing be completely drenched, and then perhaps within half an hour the ascent of a few hundred feet brings the train into an atmosphere a few degrees below the freezing point, so that with the aid of the wind, fanned by the speed of the train, the clothes are very soon frozen stiff.—[From *The American Railway*, Chas. Scribner's Sons.

The "Independents."

ONLY THREE HUNDRED MEMBERS YET.

The new Independent Order of Railway Conductors, about which the *Sun* told something three weeks ago, completed its organization yesterday at the Coleman House. A noticeable change from the old order was the substitution of "President" for "Grand Chief Conductor," and several other changes were made to indicate that the organization is not a labor organization. Here is the list of officers: President, Calvin S. Wheaton of Elmira; Vice-President and Secretary, E. D. Nash of St. Albans; Chaplain, Frank A. Hermance of New Haven; Marshal, A. Holdridge of New York; First Conductor, L. K. Wood; Second Conductor, C. D. Pidgeon. Executive Committee, Frank J. Griffith, M. Severns and S. D. Chittenden. Insurance Committee, A. S. Ostrander, J. V. Levensgood and F. W. Flint.

Only three divisions were represented yesterday out of over fifty that revolted from the old Order of Railway Conductors at the Rochester convention because they were opposed to strikes. The Eastern men haven't rallied around the new standard as fast as Mr. Wheaton probably expected. In talking with many conductors about New York, a reporter found that the majority of those who left the old order had had enough of organization in general, and didn't care to sink any more money. The divisions represented men from the New Haven, the Moses Taylor and the St. Albans. Mr. Wheaton was very indefinite about the date when they expect others to join. He says that they have 300 members to begin with. He was positive that the seceders were entitled to

their insurance in the Order of Railway Conductors as long as they paid their assessments. Men who had been expelled had several times got their benefits when disabled.

One of the complaints against the old order, with its 15,000 members, was that it was nearly always in debt on account of the big salary list. How will the new association get along and support an insurance department, too, is a question that has been much discussed by conductors who are timid about joining. It doesn't hope for a membership of more than 2,000, and it will do well if it gets 1,000. Mr. Wheaton used to draw \$5,000 in the Order of Railway Conductors; Grand Secretary Daniels \$3,000, and other salaried officers swelled the annual expenses to over \$12,000.

Mr. Wheaton said yesterday that they haven't established any salaried offices yet—they will wait until the membership warrants it. They allow the executive committee its expenses. Mr. Wheaton has no other business that he can depend on, but the vice-president and secretary, Mr. Nash, is a train dispatcher for the Central Vermont railroad.

The membership fee is \$10, and for 300 members this would give \$3,000 to begin with. The yearly grand division fee is \$2 per capita, but the membership fee for each division has not been fixed yet, probably because the three divisions which constitute the new order have been taxed enough to start out with. In the old order it is \$4 apiece.

The insurance plan is a tax of \$1 per capita at each death or disability, the beneficiary not to get more than \$1,000. He would get \$300 at present. The ritual states that the association is for social and insurance purposes. The next meeting will be in St. Albans in June, 1891.—[*New York Sun*.

The Grand Division of the Independent Order of Railway Conductors held a meeting at the Coleman House yesterday and perfected its organization. The association resulted from a split from the old order, which, at its last national convention, decided to abolish the prohibition against engaging in strikes, which had been a distinguishing feature in its by-laws. This action was taken last May at Rochester, when C. S. Wheaton, the Grand Chief Conductor, severed his connection with the organization. Since

then Mr. Wheaton has been very active in laying the groundwork for another order in which the "strike" feature would be entirely absent.

Though not at present in active service as a railway conductor, Mr. Wheaton holds a position on the Erie road. Members of the old order claim that he is acting under the instructions of certain railroads in perfecting this new organization, a charge which Mr. Wheaton indignantly denies.

Reports were received showing the present membership of the order to be about 300. Five divisions have been named, the Hoboken and St. Albans divisions being fully organized, while favorable progress has been made at New Haven, Bellows Falls and Easton. Considerable time was spent in the consideration and adoption of the constitution and by-laws. When finally adopted the document declared the Independent Order of Railway Conductors to be a mutual and fraternal organization, having for its purpose the benefit and protection of its members. It is announced as having no alliance with any of the labor organizations in the United States, for it is in no sense a labor organization. It follows the rules of the old order only in part, the principal one being that it insures each member in the sum of \$1,000 in case of death or disability. The old organization maintained its insurance of \$2,500 only for the benefit of those who joined that branch. In the new one simple membership secures insurance. The question of dues is left to the discretion of local divisions, but the constitution calls for an assessment of \$1 whenever an insurance policy has to be paid.

The following grand officers were then elected and installed: President, C. S. Wheaton; Vice-President and Secretary, E. D. Nash; Marshal, A. Holdridge; Chaplain, F. A. Hermance; First Conductor, L. K. Wood; Second Conductor, V. Pidgeon; Executive Committee, F. J. Griffith (chairman), M. Severance and S. D. Chittenden; Insurance Committee, A. S. Ostrander (chairman), J. Y. Levengood and F. W. Flint.

Having decided that the next Grand Division shall meet at St. Albans, Vt., on the second Tuesday in June, 1892, the meeting was closed.

None of the delegates could explain why no conductors had come from the

Western roads, or those in the East having Western connections. A prominent member said they would be welcome, as the constitution made every conductor in active service on any surface steam railroad in the United States and Mexico eligible.—[New York World.

The reason for the division is that the old order has now become a "strike" order and therefore a labor organization. This happened about two months ago at a convention in Rochester. In the constitution of the old order was a special clause prohibitory of strikes. The Western men, it is said, at the instigation of the regular labor organizations, made an issue of this and succeeded in having the clause eliminated. The head of the organization was Mr. Wheaton, under the style and title of grand chief conductor. Mr. Wheaton was known to be hostile to the change and he was supplanted by a man more in sympathy with the majority. It is mainly through Mr. Wheaton's efforts that the present organization has been effected, although I heard that the four railroads mentioned have still more to do with it.

"This is a fraternal organization," explained President Wheaton yesterday after the business had been transacted. "It has for its purposes the benefit and protection of its membership. It has no alliance with any of the labor organizations and is in no sense a labor organization."

"In part we follow the lines of the old organization. The benefits of the Independent order will be insurance in the amount of \$1,000 for death or disability. Our association includes in its insurance every member; in the other insurance was a separate inside affair and included only such members as made special application. The amount was \$2,500. Our assessment will be but \$1, but the dues are fixed by the local divisions."

There are three local divisions at present—one at Hoboken, another at New Haven and a third at St. Albans, Vt. Other divisions are to be organized at Bellows Falls, Vt., and in Easton, Pennsylvania.

The members yesterday were strong in their assertion that the Independent Order of Railroad Conductors was merely a social and benefit organization. They had no manifesto to issue because they were not a labor organization.

I asked why the new order seemed to be confined to Eastern men, and was told that any Western or Southern or other man could join, and there was nothing in the by-laws to the contrary.

A subsequent resolution in the Rochester convention made the members take a middle course in the matter of strikes, that the minority, in fact, was not to be bound by the majority. But even their concession did not prevent a defection and the rebellion, I was told, was formulated by the agents of the four railroads above mentioned. These railroads wanted to break the power of an organization which had about thirteen thousand men in its ranks.

It was not made quite clear yesterday why, if the conductors merely wanted a thousand-dollar insurance, they could not have joined any one of the various benefit associations in their neighborhood, instead of assembling in New York at so much trouble to get up an organization of their own.

The constitution and by-laws as drawn up yesterday contained nothing about grievances or possible differences between conductor and company, but it does not follow, as I heard remarked, that something of that kind may not be inserted later on.

The next grand division or assembly will be at St. Albans, Vt., on the second Tuesday in June, 1891.—[New York Herald.

The Charges Against Mr. Wheaton.

Those are most grave and serious charges which William P. Daniels, Grand Secretary of the Order of Railway Conductors, brings against Calvin S. Wheaton, ex-Chief of the Order.

Leaving out the charge of official dishonesty, Mr. Daniels asserts that Mr. Wheaton has, in his dealings with the Order, been guilty of falsehood and deliberate treachery, that at the outset of the great engineer's strike on the Chicago, Burlington and Quincy road he telegraphed the officials of that line tendering them support and informing them that the Order of Railway Conductors would stand by them; that he sent to Superintendent Woodward, of the Monon Company, testimony given by employes of that company at a secret investigation conducted by him, and that he has repeatedly offered to

railroad officials the support of the members of the Order of Railway Conductors in case of a strike.

We repeat that these are most grave and serious charges.

Thus far Mr. Wheaton has declined to discuss them, although it is only reasonable and just that he should convincingly disprove them before attempting to divide and disrupt the great Order of which he was formerly the head.

Moreover, the men who are inclined to follow Mr. Wheaton into a new Order would do well to pause and carefully consider before taking final and decisive action. In division there is always danger and besides they owe it to the men who now direct the affairs of the staunch old Order to give them a fair trial before cutting loose from them. The vessel which has weathered many a hard storm should not be abandoned until it has been proven unseaworthy. A year hence will be soon enough for the dissenters to talk of secession.

In the meantime Mr. Wheaton should be heard from regarding the Daniels charges. In continued silence he approaches dangerously near to condemnation, and condemnation will be fatal to the man who occupies the position that he does.

He should speak out and that at once.—Sunday Telegram, Elmira, N. Y.

Without any positive knowledge on the subject, we venture to assert that Mr. Wheaton has already *secretly* denied everything charged against him. We are morally certain that he has already written a *confidential* letter to Mr. Ford denying that he ever accused the latter of anything in connection with the "two years" for passenger conductors.

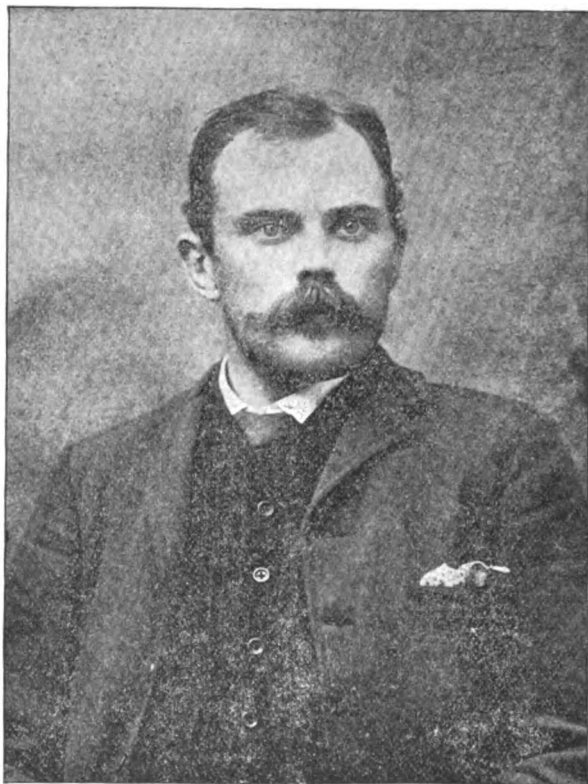
Mr. Wheaton will not publicly deny anything, for he knows that it will bring a flood of proof and also to public notice many things that he would prefer should not be known. His actions in personal matters have been worse than his official actions.

The "due season" in which he will "in a convincing and exhaustive manner," demonstrate his innocence, and the "proper time" when he will shine in all the effulgent glory of a persecuted martyr, will never come, at least not until many of those who know the facts join "Chaplain" Hermance "under the grass wet with the gentle dews of heaven."

W. C. Passford.

A slick and versatile individual, who appears to have as many different names as he has ways and means for imposing upon the public, has come to grief in Millbank. The individual in question, who gave his name as W. C. Passford, introduced himself on the railroad to a conductor as one of the fraternity. He was in possession of enough of the secret work of the Order to pass himself off as being a worthy member, but circumstances subsequently transpired which made the boys

his own testimony he is evidently a bad egg. In default of fine and costs amounting to \$24 he was sentenced to work sixteen days on the streets, to which he objected, saying he never had worked and would not. When the marshal was about to put the ball and chain on him he changed his mind, and is now working out his fine mowing weeds and shoveling. On the witness stand he claimed to be a Pinkerton detective. Conductors Leonard, Horn and Ryan were instrumental in calling a halt on the fellow, and the railroad boys feel considerable satisfaction in see-



W. C. PASSFORD.

distrust him, and ere long they were convinced that he was a first-class fraud. A circular from headquarters conveyed the information that Passford also traveled under the name of W. C. Green. On Sunday he attended the Methodist church here and was very devout, and spoke eloquently to the Epworth League, and made himself generally agreeable. On Monday developments were such that a warrant was issued for his arrest. In court he gave the name of M. W. Larkin. From

ing the would-be conductor brought to time.—*Grant County Review*, Millbank, S. D.

Look out for this man. See July circular.

The Illinois Central Plan.

The following statement has been made by President Fish, of the Illinois Central: "When the Illinois Central was built it was necessary to go abroad to secure the necessary capital. The venture proving

successful it came about that when I entered the company's service in 1871 something like four-fifths of the then capital stock (\$25,500,000) was owned abroad, not over \$5,000,000 all told being held in this country. Nearly all of the bonds then outstanding were also owned in Great Britain and in Holland.

"Finding that the corporation was regarded as an alien and suffered thereby it has been my aim for many years past to induce small investors in this country to buy and hold the shares. To-day there are eight times as many stockholders in the United States as there were 20 years ago, and while a majority of the stock is still held in Europe, nearly 40 per cent. of the present capital stock of \$40,000,000, to-wit \$16,000,000, are owned in the United States, and the number of American stockholders is equal to if it does not exceed the English. Owing to the rates of interest having hitherto been so much higher in the western and southern states than in New York and New England comparatively few residents on the line have as yet bought stock. There are, however, in Illinois some 120 proprietors and the number is steadily though slowly increasing.

"The statement in the western paper to which you invite my attention is premature in that no such circular has been issued or authorized by any officer of the company. With a view of extending to every person in the service an equal opportunity of sharing in the prosperity of the corporation and by mutual co-operation increasing both the efficiency of the service rendered to the public and the profits of the proprietors, we have had under consideration the adoption of a plan somewhat as follows:

"The company has no stock for sale, but it proposes to assist any of its officers or employes to buy one share at a time at a fair market price to be fixed when the purchase is made, the purchaser to pay for his share in sums of \$5 or multiples thereof. On the sums so paid interest is to be credited at the rate of 4 per cent., and when the sum at the credit of any purchaser amounts to the prices at which the stock was bought he shall receive a certificate for his share of stock, and can then, if he wishes, begin the purchase of another share. The purchaser may, however, at any time have his contract cancelled and his money returned to him with inter-

est and shall so receive it whenever he leaves the service. Thus the company assumes the entire risk of a fall in the price of the shares and the expense of doing the work.

"It is hoped to enlist every frugal person in any way connected with the corporation as a partner on a basis of the utmost liberality to the small proprietors. It is not proposed to form a savings bank, a mutual benevolent or a life assurance association, the experience of the company being that the men prefer to handle these matters for themselves.

"My belief is that the plan when properly presented will induce greater thrift among the men and, through their example, spread among the people the habit of saving and of investing in the securities of the railroad which runs past their doors and in which the State of Illinois already has so large a proprietary interest, the ultimate object being to produce in the west that community of interest between the citizens and the railways which has given to Great Britain and the eastern states the perfection of railway service and the most profitable of investments for small proprietors—sound dividend-paying railway shares."

A Story of Joseph Jefferson.

Joseph Jefferson relates in the *July Century* the following concerning a London experience of his: "My approaching appearance was the important dramatic event of my life. I had been five years from America and was on my way home, and I felt satisfied that if this new version of 'Rip Van Winkle' succeeded in London my way was quite clear when I returned to the United States.

"On Sunday evening, being alone in my lodgings, I got out for my own admiration my new wig and beard, the pride of my heart, and which I was to use in the last act. I could not resist trying them on for the twentieth time, I think; so I got in front of the glass and adjusted them to my perfect satisfaction. I soon became enthused, and began acting and posing in front of the mirror. In about twenty minutes there came a rap at the door.

"'Who's there?' I said.

"'It's me, if you please,' said the gentle but agitated voice of the chambermaid. 'May I come in?'

"'Certainly not,' I replied; for I had no desire to be seen in my present make-up.

"Is there anything wrong in the room, sir?" said she.

"Nothing at all. Go away," I replied.

"Well, sir," she continued, "there's a policeman at the door, and he says as 'ow there's a crazy old man in your room, a-flingin' of his 'arnds about and a-goin' on hawful, and there's a crowd of people across the street a-blockin' up the way."

"I turned towards the window, and to my horror I found that I had forgotten to put down the curtain, and, as it seemed to me, the entire population of London was taking in my first night. I had been unconsciously acting with the lights full up, to an astonished audience who had not paid for their admission. As I tore off my wig and beard a shout went up. Quickly pulling down the curtain, I threw myself in a chair, overcome with mortification at the occurrence. In a few minutes the comical side of the picture presented itself, and I must have laughed for an hour. I had been suffering from an attack of nervous dyspepsia, consequent upon the excitement of the past week, and I firmly believe that this continuous fit of laughter cured me."

What Next?

Mr. John Livingston seems to be in demand as a lobbyist as well as an attorney, and it was very unwise for the scalpers to refuse to pay for his valuable services.

SUPREME COURT OF THE STATE OF NEW YORK—COUNTY OF TIOGA.

JOHN LIVINGSTON, Plaintiff,

vs.

GUSTAV G. LANSING, Defendant.

COMPLAINT.

The complaint of the plaintiff respectfully shows that for more than thirty years last past he has been and now is an attorney and counsellor of this court.

1. That the defendant is or claims to be the chairman of the executive committee of "the American Ticket Brokers' Association," so called, and with H. C. Meader, of 50 West Fourth street, Cincinnati, Ohio, its "committee on hostile legislation." That upon information derived from the defendant, who is a ticket broker having an office at 397 Broadway, New York, where he is engaged among other things in the purchase and sale of railroad tickets and passes, said "association"—a list of whose alleged members delivered to this plaintiff by him hereto annexed as

part of this complaint—is not incorporated, but is a voluntary organization designed for the mutual facilities and protection of its members engaged in the business of ticket brokers as well as to antagonize such action or recommendation of the inter-state commerce commission and such proposed legislation as may tend to the suppression of or interference with their business.

2. That on March 17, 1890, the Hon. Charles S. Baker, chairman of the committee on commerce of the house of representatives introduced therein a bill to further amend an act entitled "An act to regulate commerce," approved Feb. 4, 1887, sections 24, 25 and 26 whereof were designed to suppress said business of the defendant and of the other alleged members of his so-called "American Ticket Brokers' Association," which bill was on the same day read twice, referred to said committee on commerce and ordered to be printed, and is still pending before said committee.

3. That soon thereafter the defendant employed and retained this plaintiff to counsel and advise him and to perform for him such professional work, labor and services as to this plaintiff might seem proper for the purpose of preventing or deterring said committee from reporting said sections favorably to the house of representatives; that this plaintiff thereupon undertook and faithfully gave such counsel and advice, and successfully performed such work, labor and services, among which were the following and proper charges for the same:

1890.

March 31, writing, copying, and mailing letter to W. R. Carter, Louisville, Ky.	5 00
April 4, perusing his answer of April 2, 1890.	2 00
April 7, delivering to defendant 500 copies of Elijah A. Morse's speech of Jan. 17, 1890, for repeal of act.	10 00
April 7, consultation and advice.	10 00
April 5, writing, copying and delivering to defendant a letter of introduction to Hon. Elijah A. Morse.	5 00
April 13, writing, copying and mailing letter to Hon. Edward H. Funston, chairman committee on agriculture.	10 00
April 16, writing, copying and mailing letter to said Edward Funston.	10 00
April 17, writing, copying and mailing letter to Hon. Wm. C. Oates.	10 00
April 17, writing, copying and mailing letter to a member of congress.	10 00
April 24, writing, copying and mailing letter to Hon. Leonidas F. Livingston.	10 00
April 26, writing, copying and mailing two letters to defendant.	10 00
May 1, writing, copying and delivering opinion to defendant.	20 00
May 1, consultation and advice at defendant's office as per his letter of this date.	20 00
May 5, writing, copying and delivering opinion to defendant.	20 00
May 5, consultation and advice.	10 00
May 7, writing, copying and mailing letter to an M. C.	10 00

May 11, writing, copying and mailing letter to Hon. Henry W. Blair.....	10 00
May 12, writing, copying and mailing letter to an M. C.	10 00
May 15, making journey to Rochester, N. Y., and services there two days.....	50 00
May 19, writing, copying and mailing letter to an M. C.	10 00
May 19, making night journey to Rochester, N. Y., and services there on May 20 and 21.....	50 00
May 25, writing, copying and mailing letter to an M. C.	10 00
May 26, writing, copying and mailing letter to an M. C.	10 00
May 28, conference with Charles P. Craig, general eastern passenger agent Baltimore & Ohio railroad company, 415 Broadway, New York, and permitting him to peruse correspondence and taking his instruction to receive B. & O. tickets from defendant.....	10 00
May 31, writing, copying and mailing letter to an M. C.	10 00
June 2, attending at defendant's office and delivering letter of an M. C.	5 00
June 3, consultation and advice.....	10 00
June 5, writing, copying and mailing letter to defendant.....	10 00
June 7, writing, copying and mailing letter to defendant.....	10 00
June 9, writing, copying and mailing letter to defendant.....	5 00
June 12, consultation and advice.....	10 00
June 12, drawing, copying and delivering to defendant, at his request, proposed agreement.....	10 00

The complainant then proceeds to set forth that he received from defendant "as a part of and on account of compensation" six tickets from New York to Washington and return, which he sold at from \$6 to \$7 cash, and concludes as follows:

That the aggregate for which said six tickets were sold being \$30.50, together with the sum of \$20 paid by the defendant to this plaintiff on May 1 and May 5, 1890, on account of such services, aggregating a total of \$59.50, comprises all the payments made by the defendant or by any person for him on account of this plaintiff's aforesaid claim, leaving now due to him thereon a balance of \$342.50, no part whereof has been paid. Wherefore this plaintiff demands judgment against the defendant for the sum of \$342.50 with interest from the 13th day of June, 1890, besides the cost of this action.

JOHN LIVINGSTON,
Plaintiff in Person.

The back of this document bears the following endorsement:

The claim mentioned in this complaint, verified on the 14th of June, was compromised and paid by defendant on the afternoon of the same day, and on the 28th of June, 1890, the action was discontinued upon mutual consent and releases.

From this it would seem that Mr. Livingston accomplished the object of his threatened litigation; but how much the scalpers realized from their investment for the purpose of blocking the wheels of legislation does not appear.

We sincerely hope John won't hereafter present any bill for the letters he is now

voluntarily writing to this office, nor make any charge for the gratuitous advice that is being given the officers of the Order.

The Wage Earners' Wrongs.

Here, then, is the wage-earners' indictment of the wages system.

Every man has a right because he has a duty to earn his daily bread by the sweat of his brow. The wage system denies this right to myriads of willing workers. In America, the working man's Eldorado, nearly 1,000,000 willing workers were thrown out of employment in 1885. "Enforced idleness," says Carlyle, "is the Englishman's hell." That system cannot be right which turns 1,000,000 of willing workers in rich America into this hell and locks the door against them. Every man has a right to the product of his own industry; under the wage system the greater part of the products of industry go into the hands of the few tool-owners. The wealth of the country has increased during the past quarter century from fourteen billion to forty-four billion. A careful statistician estimates that the wages of 5,200,000 unskilled laborers, were in 1884 less than \$200 a year, while the average wages of workmen engaged in manufactures, including skilled laborers, was but \$346 a year. That system cannot be right which gives the profits of industry to the few and compels the many to live always praying, Give us this day our daily bread.—[Rev. Dr. Lyman Abbott in the *July Forum*.

Getting Away Under Fire with a Load of Slaves.

Very soon the beach seemed to swarm with moving objects which we could not yet distinguish. A number of long, black objects left the shore, and, when through the breakers, they stopped at the small craft outside. Now we could see that the negroes were being transferred to the boats outside the breakers, from canoes, which ran through them, with from four to six in each. As the sloops were filled they sailed for the ship, and, ladders having been arranged, the negroes were soon coming over the ship's side; as each one reached the deck he was given a biscuit and sent below. It seemed slow work at first, but as the canoes were soon all launched and rushing through the surf, it presented a busy scene. The sloops were

now flying to and from us, and a great number of negroes were already on board at 2 P. M.

The lookout at the masthead shouted: "Sail, ho! away to the southward." From the deck we could see nothing. A danger signal was hoisted at once to hurry all aboard faster; in a short while we could see from the deck a little black spot. Smoke! A cruiser! Another signal, a blood-red flag was hoisted, informing those ashore of the kind of danger. If possible the bustle ashore was increased; our own boats were lowered, and they aided materially. The approaching vessel had seen us and the volume of smoke increased. She could now be seen, and was recognized as the *Vixen* with the naked eye. A signal from shore that a very few remained was hoisted, another hour passed, and the vessel was certainly within three miles. Our boats were recalled, and the entire fleet of sloops soon sailed toward us. Our boats were hoisted, and lines thrown to the sloops now alongside. The *Vixen* now changed her course slightly and fired a solid shot, which passed to leeward of us, beyond. At this the Spanish captain cried out: "Let go!" The pin holding the staple in the anchor chain was cut, and the chain parted. Sail was hoisted rapidly, the negroes in the sloops climbed over the ship's side, and as the sloops were emptied they were cast adrift with their single occupant, a Krooman. They scattered like frightened birds.—From, "*The Last Slave Ship*," by GEORGE HOWE, M. D., in *July Scribner*.

The Destruction of Jamestown.

From an illustrated article on "Nathaniel Bacon," by Dr. Edward Eggleston, in *The Century* for July, we quote as follows: "On the 17th of September Bacon secured some cannon. Finding it difficult to mount these without losing the lives of some of his band, he sent to the neighboring plantations and brought into his works the wives and other female relatives of the governor's principal advisers and set them in an exposed position in front of his breastwork, sending one of the number into the town to give notice to the husbands of these ladies of the nature of his defenses. When his guns were in position he politely sent the ladies home again. A jaunty time, when men in deadly struggle played such schoolboy pranks!

"Berkeley's recruits had come for plunder, and the business was getting too serious for them. Jamestown, with its malaria and brackish water, 'not grateful to the stomach,' was an uncomfortable place in September. Every day was adding to Bacon's strength, and great numbers were rising in Isle of Wight and Nansemond counties. The governor's friends were particularly anxious to save the spoils already in their hands. On the 18th of September, the day after Bacon's great guns were placed, the plunder that had been gathered—of which the governor had Lawrence's cupboard of beautiful silver plate—was carried on shipboard and the town evacuated.

"The governor's fleet, however, halted in sight of the town; there was evidently an intention to reoccupy it at the first opportunity, nor was it very defensible from the water side. Besides, if Bacon remained he would soon be entrapped, for Major Brent was marching against him with a thousand men mustered from the northernmost borders of Virginia, where the causes and course of Bacon's movement were only known from vague rumors. The rebels did not want any stronger reasons for destroying a place which seemed to them the very fountain-head of all their calamities. Jamestown consisted, at this the pinnacle of its splendor, of sixteen or eighteen widely scattered houses. Of these about twelve were large, new, and built of brick, as was the church. There were only about a dozen families permanently resident there, 'getting their livings by keeping of ordinaries at extraordinary rates,' as a writer of the time tells us. All the dwellings, with the church and the state-house, were burned on the 19th of September. Lawrence and Drummond set fire to their own houses, and if one may believe the governor, Bacon fired the church with his own hand. Drummond saved the records from the burning state-house."

Perhaps the most extraordinary article ever published upon "Hypnotism" will appear in the *Cosmopolitan Magazine* for August. It was secured from one of the two most celebrated professors of the weird art, the Frenchman Donato, and the illustrations were secured by having a number of subjects taken to the photograph gallery of Mr. Kurtz, in New York, and there hypnotised under the camera by Donato himself. The illustrations show

very fairly the frightful powers which the hypnotiser exerts; and the whole article makes plain a subject which is exciting much attention all over the world at this time. One who has not seen the facile movements of the hypnotiser and the change which takes place in the victim under his apparently simple action, cannot for a moment comprehend the wonderful powers exercised. One moment the subject looks you in the eyes, talks to you as any other person; is in his right mind in every particular; the next, under a motion of the professor, his mind is as completely lost to his body as if his head had been cut off, and in this condition, subject to suggestions of the operator, suggestions which may be carried to the most farcical or the most terrible results, he remains until recalled to life by the hypnotiser. Never before has a number of subjects been placed under the camera and operated upon in this way, and the article will doubtless be received with general interest throughout the country.

Conductors and the Strike Principle.

The action of a majority of the Order of Railway Conductors in rescinding the clause in their constitution prohibiting strikes, is explained and defended in a temperate article in THE RAILWAY CONDUCTOR by W. P. Daniels, which is in pleasing contrast to the unreasonable and excited language in which another organ of the Order attacks those who venture to question the wisdom of the action. THE RAILWAY CONDUCTOR says in substance, that the repeal of the anti-striking clause does not commit the Order to a "strike" platform, and that there is no intention to engage in strikes; that the clause repealed was of no effect, as any conductor had a perfect right to quit his employment at any time and that the prohibition only kept him from doing what is prohibited by state and national laws, but that many members did not so understand it and believed that under their agreement they had no right to quit work but "were even compelled to do anything, no matter what, that their superior officers might direct." It continues:

Had all the officers of the Order labored for a correct understanding among members there would have been no need of repealing this clause, but unfortunately some of them taught members that they must do whatever they were directed to do; that if in case of strike of any class of em-

ployes on any road they were directed to run engines, switch or do anything of the kind and refused to do it, they were "violating their obligation." The influence and services of the Order have been offered to railway companies in advance by its officers, and it is this which has brought about the necessity for the Rochester action.

While the new attitude of the Order evidently is not in the direction of closer allegiance to the employing companies, it is gratifying to know that it is not the intention to invoke the dangerous and costly machinery of strikes in the attempt to improve their condition. The more effective and lasting way of effecting reform through legislation is, we are glad to see, favored by the organ of the conductors, which says in the same article:

As to legislation, we have only to say that legislation that will deal fairly with us will be welcomed, and we do not fear any other, for we are beginning to appreciate the political influence that we can bring to bear when united, and while it may be difficult for us to unite in regard to what we want, there will be no difficulty in uniting against any adverse or unjust legislation.

The protection of labor against oppression by capital, higher wages, shorter hours of work, improved social conditions and other desirable and proper reforms of this kind can, and we believe will be brought about by peaceful and legal measures, through the ballot, and the time will come when strikes, lock-outs and other methods depending on the exercise of brute force and mob violence will be looked upon with astonishment on account of their folly. Toward the betterment of the condition of every railway man by peaceful and wise means *The Railway Age* will be glad to lend every possible help.

Must Reduce Expenses.

CHICAGO, July 14, 1890.

The time has come when Western roads must reduce their expenses. From week to week earnings have been showing an alarming decrease, and as there is no chance for increassng them, expenses must come down. As usual the brunt of this falls on the employes and the Northwestern is the first to yield to the imperative demand for retrenchment. The order went out this afternoon that 200 men should be discharged from the Chicago shops and this will be followed by corresponding orders reducing the force at all points. Other lines are carefully considering the possibility of keeping up their equipment and road bed with a less force,

and a system of wholesale discharge of employes whose services can possibly be spared will soon be inaugurated on all the Western roads.

Said Vice-President Harris of the Burlington: "We have not yet gone so far as to consider the advisability of lessening our force in any department, but unless there is some unexpected relief it must come to that on all Western roads. At present the expenses are altogether too large a fraction of the gross earnings."

Another Reduction.

CHICAGO, July 14.—Special: Central traffic rates are in such a state of collapse that hardly a week has passed of late without a tumble. To-day's reduction was on live hogs and provisions and the money commodities, taking the same rates such as lard, pork, grease and tallow in barrels and tierces. The reduction was from the present 25 cent basis to 23 cents, Chicago to New York, with corresponding decrease to intermediate points. The reduction goes into effect July 21. It was ostensibly made to meet the lake and rail competition, but probably as much to punish the Grand Trunk, which does a large business in the commodities affected.

[The above appears exactly as clipped from one of the daily papers. If some of the legislatures that make rates for railways would make a minimum as well as a maximum rate, they would act wisely. Cut rates to "punish" a competitor and cut the wages of the employes to even up, is the general rule.]

Rebellion Against Tyrannical Officers.

To the Editor of the Railway Age:

If I may be allowed to express an opinion on the late Illinois Central railroad strike I will say that it does not look reasonable to suppose that so many intelligent railroad employes would strike and become rebellious without a cause, and that in the face of such a great majority against him no railroad officer could vindicate himself, if we are to weigh evidence according to precedents already established. I am decidedly opposed to strikes of any kind, but I cannot help thinking that there is something radically wrong in a management which allows any of its officers to breed discontent among the men. The public must blame the company as much as the men for not investigating sooner the causes which led to a strike which lost them so much money and inconvenienced the public to such an extent.

I have learned through observation and experience, that in order that there may be a fair

amount of discipline preserved and to prevent strikes, wrecks, damage to property and carelessness amongst the employes of a road or a division. The officers in charge must be men who are good judges of human nature, and who can gain the respect and confidence of the men by fair, just and impartial methods and where such is the practice the roads are both economically and successfully managed. There can be but little sense in the brain of any railroad officer who imagines himself to be the czar and all the employes holding positions beneath him as so many nihilists or serfs. He is always so generously hated that the company receives many a stab through him in loss of business and insubordination of the men, and I believe I am stating a truth which cannot be doubted when I say, that there should be no place on a railroad for the "bulldozer."

J. KINDELAN.

The *Railway Age* agrees fully in the general principles enunciated by this correspondent—that a "bulldozing," overbearing and offensive attitude by any officer of a railway towards its men, is wrong, unwise, injurious to the interests of the company and in defiance of the rights of the men. But we have not seen evidence to prove that this principle was violated on the Illinois Central to such degree as to justify a strike. The number of persons claiming to be aggrieved seems to have been small at the outset, the others apparently joining in the strike from sympathy. It is probable that every strict disciplinarian excites some antagonisms, but it would be unjust to assume therefrom that he is universally unpopular. The management of the Illinois Central certainly, from self-interest, would not retain an officer who was justly disliked by the men generally, and the unorganized manner of the late strike and the fact that it was not sustained by any of the employes' organizations, indicate that the grievance was not general. The affair, however, has its lesson, which will doubtless be beneficial to all concerned.—[*Railway Age*.]

Is not the very fact that the case against Mr. Russell was well enough founded so that the Central management clipped his wings by taking away his authority over the employes, leaving him superintendent in name only, pretty fair evidence that the principle enunciated by Mr. Kindelan was violated in the above instance? It is undoubtedly true, as the *Age* says, that every strict disciplinarian excites some antagonisms and it would be unjust to assume from that that the officer is unpopular, but no such assumption usually, or in fact ever follows, and railway employes as a rule are inclined to be reasonable and

just. If the *Age* is acquainted with the facts, it will admit that every one of the leading railway managers who are especially popular with the employes are strict disciplinarians. There never was a man who held a warmer place with the employes of the whole United States than Tom Potter, yet he was a strict disciplinarian. In enforcing discipline, though, he did not find it necessary to be discourteous and abusive. The *Age* does not always seem to us to be particularly anxious to see all the evidence in cases of this kind. It can be set down as a fact that where a railway officer is universally despised by the employes under him, there is good reason for it somewhere, while on the other hand, the man who treats those under him with justice, fairness and courtesy, is generally popular and is respected for his discipline, although there is likely to be a few who have suffered, who will not subscribe to the popular verdict.

One result of the late strike is, that it is now altogether unlikely that Mr. Russell will ever be general manager of the Central, and it is not at all unlikely that he will soon find that his interests require a change to some other road.

A Hard Week's Work.

Great Lawyer—I am tired to death.
Sympathetic Wife—You look tired? What's been the matter?

"I've been making my speech for the defense for three days now; and, tired or not, I'll have to go right along with it to-morrow, and perhaps the next day."

"Can't you cut it short?"

"Not until the jury have had time to forget the evidence against my client."

America Still Ahead.

First Sweet Girl—Just think! The Czar of Russia has a throne that cost more than \$10,000.

Second s. g.—Really? Why, that is not half as much as papa paid for his seat in the senate.

—*Terre Haute Express.*

A Forehanded Monarch.

Mrs. Snaggs—The King of Siam has something laid up for a rainy day.

Snaggs what is it?

"An umbrella worth 2,000." *Pittsburg Chronical Telegraph.*

The Robin's Garden.

'Twas a saucy, bold robin perched high on the tree

With an eye on my cherries, the other on me:
"And what do you want in my garden?" said he.

I knew he was young by his flight and his note,
By the color and cut of his dapper new coat,
And the spots, like a thrush, on his breast and his throat;

So I said, "It's a shame to be thieving! It's wrong
For a chicken like you!" But, "Ho! Ho!"
was his song,

"I've been out of the egg-shell for ever so long.

"If I followed your thought, it was *chicken* you
said!

Why, sir! I remember the strawberry bed
When there wasn't one berry quite edibly red.

"Do I like them? Like strawberries? Well, for
the sake

Of judicious variety—just for a break
In a diet of worms—I do sometimes partake.

"Did I hear you say *cherries*? Now, now, if you
please,

Go find your own cherries. I'll answer for these.
Or fill up that vulgar great basket with peas.

"Your cherries? *my* cherries, you mean," whistled
he;

"For my title is clear as title can be,
I was hatched in that very identical tree!

—*Isaac Ogden Rankin, in July Wide Awake.*

They got out and walked—First drummer—On the Atlantic & Pacific railroad a few days ago, a locomotive lost its smokestack in a collision. Well, sir, they just stuck a barrel above the hole and went right along as if nothing had happened.

Second drummer—That reminds me of an accident that happened to a train that I was on recently. The engine jumped the track and was all smashed to flinders, but in five minutes we were moving along towards the next station, where we arrived only a little late.

"Humph! How could that be?"

"We got out and walked."—*New York Weekly.*

"So you have twins at your house, Johnnie?"

"Yes."

"What do you call them?"

"Thunder and Lightning papa called them
when the doctor first brought them."—*Detroit Advertiser.*



Two Dorothys.

A little maid with downcast eyes,
And folded hands and serious face,
Who walks sedately down the street,
Her dainty dress all smooth and neat,
Each curl and ribbon in its place;

A dove-like maid with brow demure,
Beneath her bonnet's shady brim,
Who quiet sits within the pew,
And gravely reads the service through,
And joins in every hymn;

The sweetest maid that could be found
From Cuba to the Bay of Fundy;
A flower, the loveliest that springs,
A saint, an angel without wings,—
That's Dorothy on Sunday.

A little maid, in breathless haste,
With glowing cheeks and tangled hair,
Who races up and down the street,
And with her skipping, tripping feet
Is here, and there, and everywhere;

A saucy maid, with cap askew
Upon her rumpled yellow curls,
With twinkling feet and chattering tongue
And breezy skirts about her swung
In swift, ecstatic whirls;

The merriest maid that ever shocked
The servile slaves of Mrs. Grundy;
A bird, a spark of dawning light,
A romp, a rogue, a witch, a sprite,—
That's Dorothy on Monday.

Margaret Johnson, in St. Nicholas for July.

National Assembly of L. A. to O. R. C.

The national convention of the Ladies' Auxiliary Society of the Order of Railway Conductors, met at the Knights of Pythias hall, Elkhart, Ind., Tuesday, June 10th, at 3:00 o'clock.

The pastors of the city, representatives of the newspapers, and all the railroad conductors and their wives had been invited to be present at the opening session.

The gathering was called to order by the presi-

dent, Mrs. C. E. Ragon, of Columbus, O., and W. D. Parr opened the proceedings with prayer. Following this Rev. H. B. Townsend addressed the audience in words of welcome to the city and in earnest commendation of the objects and methods of the society. He thought most favorably of the habits of the conductors of enlisting their wives in the business as well as in the social affairs of the Order, which it would be well for all men to follow.

Mr. G. W. Huntley, Chief Conductor of Elkhart Division No. 19, formally welcomed the ladies of the Auxiliary to the city and to the hospitality of the Order here, in a very neat and appropriate address.

At the close of Conductor Huntley's remarks Mrs. C. E. Ragon, the president, addressed the convention briefly, as follows:

LADIES AND SISTERS: When one year ago you elected me to preside over this Order, and when this gavel as the emblem of authority was placed in my hands, it was not without many misgivings as to my capability and fitness for its arduous cares and duties, that I took the obligation and accepted the trust. The generous confidence reposed in my executive ability as expressed by an unsought election to an office of which the noblest woman in the land might be justly proud, has been an incentive to renewed efforts at all times, surpassed only by the inborn love for the principles embraced in the cause we represent. I assumed the responsible duties of the office with an earnest desire for the best good of our Order and the advancement of the cause, that I might be able at the expiration of my term of service to transfer to my successor the business in good working order. The maintenance of all of the principles and the enforcement of the rules and regulations have been to me matters of the greatest concern. My mistakes may have been many, but if I have erred I think it has been in the line of duty, for I have not once forgotten my pledge that I would be loyal and true to the cause, and would to the best of my ability perform all the duties of my office conscientiously.

Ladies, I have served you to the best of my ability, have discharged every known duty, and now at this our second convention, I ask your forbearance and assistance. The work is comparatively new to us all and I shall depend largely upon your counsel and co-operation in all our deliberations and legislation. Let all our proceed-

ings be marked with dignity and decorum, knowing that a gracious woman "retaineth honor," and in the multitude of counsellors there is safety, and let me here charge you my sisters, to preserve well this Order, never failing to proudly remember that we are Auxiliary to that most noble body, the Order of Railway Conductors, and in happy willing service for them and their families will lift our Order higher and higher, the most exalted place in woman's work, and then will be accomplished the sublime purpose whereunto this organization was created. And now, my dear sisters, on this the opening of this our second annual convention, let me extend to you a hearty and courteous greeting.

At the conclusion of the president's address the gentlemen and all non-members were requested to retire, and the Auxiliary went into secret session.

Which Shall It Be.

It was a troubled face with knit brow, that was bent over two letters, pondering over the momentous questions, and Nellie Hartley's thoughts ran something in this form:

"What a noble, manly letter Godfrey Churchman writes, and how the protecting, tender love speaks in every line! I can see him now, as he wrote that letter, his broad shoulders bent, his large, white hand tracing those clear, bold characters, and those great black eyes of his beaming with fervor and hope. He is not handsome, not very talented, but so true, so good, that I could put my hand in his, content to let him lead me, content to obey, as well as love and honor him. But, then, he has nothing but the small fortune his mother left him, and all of that is invested in business; then, too, he is so absorbed in that little counting-house; why, even this letter has a business envelope. There's Mary, too; whoever marries Godfrey, may calculate upon Mary for a life-long fixture, and she is so fretful and repining. Poor Mary! it is hard for a young girl to be shut up, for life, in one room, and suffer such pain. That frightful accident! I have shuddered at the prospect of a railway journey ever since. Perhaps, if she was in a pleasant home, with some one always near to chat with her, she would become more reconciled; but in that lonely room in a boarding house, Godfrey away all day, and nobody to speak to but the nurse, her imprisonment is hard to bear. I will call often. Stay! that will not do, unless I decide to answer Godfrey's letter, as he wishes. If the other had not come just to-day. It is such a beautiful letter, tinted paper, graceful handwriting, and such a lovely seal. Norman Hart knows how to address a lady. Such easy grace in complimenting, and such poetical language are seldom written. He is so handsome, too, with such a graceful bow, and so courteous at all times. I never saw any-

thing so beautiful as his estate, with its hot-houses and gardens, its superb furniture and pictures, and his carriage and norses are just perfection. And he has invited me—little me—to preside over this lovely place, and spend his large fortune; offers me hand, heart, and purse. Oh! which shall it be?"

"Shall I help you?"

Nellie started, for she had believed herself alone; but at her elbow stood a small figure, in a bright dress, such as she had read about, in fairy-tales, a thousand times.

"Shall I help you!" repeated the small woman, in a clear, silvery tone. "I am your fairy guardian! Oh! yes, you thought such dreams were over when you put on long frocks and turned up your hair, but we are not quite gone, yet, though locomotives and electric telegraphs are ruining our business. Come, my dear, and I will help you to decide which it shall be."

Somehow, she scarcely realized how, the little room faded, faded away, and Nellie found herself in the long dining-room of Norman Hart's palatial mansion. Dinner was just over, and three gentlemen, who were all acquaintances of Nellie's, were running the host on his known preference for the pretty Nellie Hartley.

"Come, confess," said one, "you have made her an offer."

"Pooh! nonsense!" was the reply. "I am not ready yet to put on the shackles! Bachelor life suits me, though, of course, one must marry some time! Pass the wine, Leo!"

And from her name the conversation glided into other channels, and Nellie's memory aided her in recalling various rumors and stories of rioting and dissipation, all confirmed by the conversation now ringing in her ears. As anecdote and story flew from lip to lip, she recalled the tales kind friends had told her as warning, and shuddered at the future of this man's wife. The evening shadows were closing in, as the four men, flushed and excited, rose from their wine, to adjourn to the library. There cards were produced, and the bets grew heavier, the talk more reckless, till she turned to her guide, sick and terrified, and begged to leave the scene. As she spoke, the room faded as her own had done, and a cosy bedroom, neatly fitted up, took its place.

Upon a low couch lay a fair, pale girl, whose face was drawn with lines of suffering, and whose twisted limbs told of the frightful accident that had crippled her. She was lying very still, with a listless, wearied expression; but as Nellie watched, the pale face brightened, and she raised her head to listen. The door opened, and the smile grew radiant as Godfrey Churchman entered the room.

"Dear, dear brother!" This was the greeting. With loving tenderness he carressed her, and sat beside her, while she wound his curls round her thin fingers.

"You are tired," she said, softly.

"Rather! I am working so hard for our home, Mary!"

"And Nellie's?"

"And Nellie, if she will share it. I wrote to-day to ask her if she would come to us, for I can dare to begin now to fit up a house. We must live quietly and economically at first, but I will work hard that you and Nellie shall have every comfort."

"Ah! here comes our tea!" said Mary, as the servant brought in a small tray with a service for two. "I do enjoy your pretty present, Godfrey."

"The *tele-a-tete*. Yes, it's very cosy!"

And then Nellie bowed her head too, as the young man, rising reverently, asked a blessing on the meal.

Two hours glided away, and still the young girl lingered. Lingered to hear the brother's words of love fall on the sufferer's heart like music, to hear her own name respectfully and affectionately uttered. Lingered to see the tender, protecting love of the strong man soothing his sister's pain by gentle changes of position; to see how carefully he studied her face to read every thought; and, as the room at last faded away, she stretched out her arms to the noble man before her, and woke with a start in her own room.

The letters lay still before her, as they were when she fell asleep, and, as she read them again, she recalled all that she knew of the writers. In vivid colors, her dream had presented the by-gone stories of Norman's dissipation, and Godfrey's high character, and she put aside the tinted sheet to read again the words from the heart of her true lover.

The little white-winged messenger she sent to the sister's care was opened and read with bright faces and hearts ready to lavish upon her a wealth of love, while Norman Hart tossed his into the fire with a muttered curse.—*Peterson's Magazine*.

A Girl Who Drives a Stage.

Jessie Carson, of Minnesota, is one of the pluckiest girls in America. She has driven the stage for a number of years between Osage and Park Rapids. She makes three trips a week, winter and summer, rain or shine. In winter the mercury sinks to ten degrees below zero occasionally, but it makes no difference to Jessie. She takes her stage through all the same.—*Indianapolis News*.

"The Advance Made by Woman."

In exact proportion to the enjoyment and employment by women of the facilities for higher education will be the disappearance of the distinctions between their thought-out work and that of men. Women are demonstrably as capable of eminence in languages, astronomy, mathematics and writing as men. There is no department of purely intellectual labor in which they cannot hold their own with their brothers. A large majority of them, however, do not, some because they do not desire to do so, others, because they have not the encouragement, others still, because they cannot get the opportunity. Women who excel have against them the hardly reserved opposition of the mass of men to their endeavor, and the not at all reserved opposition of the moiety of their own sex to such endeavor. The apprehension in both cases is "unwomanliness," as if knowledge, reason, strength and thoroughness were to be rated masculine, and half-knowledge, illogicalness, weakness and superficiality were to be rated feminine. By this rule the women of Turkey should be regarded as the most "womanly" in the world, and those of England and America as the least so. Christianity has coincided with or caused the doing of much for woman, but it has not yet wholly freed itself, regarding her from some of the misconceptions of the grosser religions which it seeks to displace. The last quarter of the nineteenth century has been remarkable for the advance made by woman. As thorough education as that of man is her possibility. Her capacity to acquire and use it has been demonstrated. The avenues of work opening to her have been broadened and multiplied. She is much more of a person and much less of a parrot than in periods past. Her success in business has been repeatedly attested. Her skill in organization and in executive directions has been forced on the realization of the world. There has been no loss to the finer qualities, if they can be so named. The best educated woman in Brooklyn is an unsurpassed housekeeper, a splendid wife, the exemplary mother of magnificent children. The best woman cooks are not in the kitchens, but in the cooking schools, where the art of preparation and the science of economy and hygiene in food are taught with a thoroughness which makes servants twice as serviceable as they otherwise would be. The duties of home are better performed by women who know a great many other things than by those who know nothing beyond the routine of indoor work or supervision. Knowledge is power for women as well as men, and the more of it the better for both.—*Brooklyn Eagle*.

Hardening the Brain.

HOW A DOCTOR SAVED AN ARKANSAS NEGRO'S LIFE.

While we were waiting at the depot in a small town in Arkansas, a colored woman came up and asked if any one of the six white men was a doctor. One of them proved to be, and she rolled her check apron in her hands in a fussy way and asked he wouldn't 'jist step ober to de cabin an' see what ailed her ole man." He found that he had time, and said he would go, and two or three of us went along to see what we could see. As we drew near the cabin the woman halted us and said:

"I'ze bin all de doctah he's had, an' I'ze willin' to allow dat I might 'er made some mistakes. When he was first tooken I gin him turnip seed tea. Was dat right, doctah?"

"I guess so."

"Later on I changed to a poultice of wild onions. Was dat right?"

"It might have been."

"Den I soaked his feet in hot water wid wood ashes in it, an' put a mustard poultice on de back of his neck."

"Yes."

"Den he 'lowed he felt wuss, an' so I changed de mustard to his stumick an' soaked his head. He dun complained all de mawnin', an' now I'ze got mustard on his feet, a poultice on de middle, horse radish on his neck, an' he's takin' sassafras tea to warm up de inside."

"Well!"

"Wall, ef dere has bin any mistake, doan' let on to de ole man. Jist skip it ober."

We went in and the doctor examined the patient and found he had a broken rib, and told him what to do for it. As we left the cabin the woman followed us out and exclaimed:

"Fo' de Lawd, doctah, but what a blessin' dat you dun come along! I was dun doctorin' de ole man fur softenin' ob de brain, an' if I hadn't cotched you to-day I was dun gwine ter try to harden 'em up by mixin' sand wid his porridge!"

—*New York Sun.*

Gen. Crook's Romantic Courtship.

The story of the courtship of Gen. Crook is romantic. Early in the war, Crook, then a captain, was stopping at the Queen City Hotel, Cumberland, Md. He was there assisting Gen. Kelly in organizing regiments and defending the State of West Virginia from invasion. Gen. Kelly was at the same hotel. The proprietor of the hotel was John Daily, who was also proprietor of Glade's Hotel, at Oakland, Md., a famous resort. Mr. Daily had two daughters, the eldest of whom,

Miss Mary, was a charming and pretty girl. She had Southern sympathies, for her mother was a member of a notable old Virginia family who lived at Moorfield.

During Crook's stay at the hotel, he was much attracted by the young lady, but she was a spirited girl, and refused to be gracious to the Yankee, although at heart she liked him.

The eldest of Boniface Daily's children was a son, James, who was devoted to the cause of the Confederacy. He took offense at the persistent and open attentions of Crook to his sister, and finally organized a band of about fifty young and spirited spirits like himself and saw that they were well mounted and armed. When everything was ready, about a dozen of Daily's band crept into the hotel after midnight, seized Gen. Kelly and Capt. Crook, gagged them, and in a few moments they were all on their way to Richmond. The Federal lines were passed without detection, and the prisoner's were safely landed in the Confederate capital. Afterwards they were exchanged.

Crook went into active service and was badly wounded. He was sent to Oakland, with other wounded officers, and singularly enough was quartered at Glade's Hotel. Miss Mary then showed her true feelings, and nursed her brother's late captive through what was at one time thought to be a fatal illness. When he recovered, he proposed, but was refused, her political sentiment being still in the ascendant. Twice after that, the conqueror of Cochise and Geronimo attacked the fair fortress, and at last it surrendered. The General has been happy in his married life.

Cor. Chicago Tribune.

Too Cheap.

"Pa," cried a little seven-year-old, "I want some money to get—"

"Don't go any further," he interrupted, throwing down a coin.

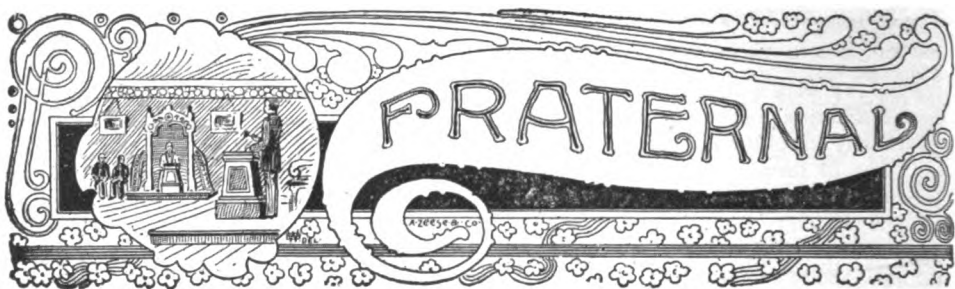
The child came slowly up to him, after pocketing the money, and barely touched his cheek with a kiss.

"Hump," ejaculated the parent, "from the kiss you gave I should judge that you don't appreciate it very much."

She caught hold of his hands, and looking squarely into his eyes, solemnly said:

"Do you expect a ten-dollar kiss for fifty cents?"—*Atlanta Constitution.*

Stern Papa—"Ah, going!" Late goer—"Yes, sir. Your daughter and I have enjoyed a feast of reason." Stern papa (moving his right foot with great velocity) "And now you have a flow of sole."—*Munsey's Weekly.*



HOUSTON, Texas, July 13, 1890.

Editor Railway Conductor:

Not being gifted in the way of writing for publication, I hope I will be forgiven for trespassing on your valuable space. I wish to ask a few plain questions in behalf of all concerned. I want to know if Brother Daniels or our Executive Committee knew ex-Grand Chief Conductor Wheaton guilty of making false expense accounts, why they did not stop it at once and not wait until as late a day as this and then vilify a man for things done, that I claim, all of them who knew about these matters and still let them go on, are equally guilty. Brother Daniels' excuse, I think a very poor one. It seems to me we would have been money ahead to stop all irregularities at the time regardless of scandal. How do we know there is not more of this somewhere? I do not accuse any one of dishonesty, but I think such things should have never been put in print after they have been approved by the Executive Committee and same paid, all knowing these bills to be fraudulent. As far as I can see, all are to blame, and it would be better to call a halt at once for fear there might be unsavory things arise that would not look quite right for others. Never kick a man when he is down, but strike when you are on the same plane. Now, I do not want anyone to think I hold Brother Wheaton, for such I shall call him until I have proof that he has withdrawn or been expelled, up for a martyr for this is not my desire, but as a lover of the Order, I do claim the right for any member to withdraw when done honorably, and join any other he may see fit; this is our privilege. Now, let us all work together, in unity we stand divided we fall. I believe in justice to all. Then let all dissenters who wish, go. We, I think, will *show* them they were mistaken in regard to our policy. I am sorry to see our members leaving our Order, and think they are hasty and have not given us the same support that we gave them when we were defeated.

I hope many of them will reconsider and be with us once again as a band of brothers, and now, in conclusion, I will say, I only want to see

all who have left our Order honorably, be fairly dealt with. Don't anyone squeal now; it is bad policy; too late after the money is gone; when you know there is anything wrong, stop it at once and not wait until after the man is out.

Yours in P. F.,

J. E. ARCHER,

C. C., Div. No. 7.

Bro. Archer:

You started out, as you say, to ask a few plain questions but forgot your intent, and assumed several things to be true that are not, and from these assumed facts, draw deductions, that would be warranted if your premises were correct.

Before attempting to reply to your questions, I wish to add my testimony to your sincerity of purpose and your interest in the Order, for I have been a personal witness to that, but I can only infer from your letter, that you have given but a very casual reading to the matter to which you object being printed. In this reply, I may find it convenient to answer some of your implied questions by asking some myself.

You say first, "if Brother Daniels or our Executive Committee knew our ex-G. C. C. was guilty of making false expense accounts, why they did not stop it at once." Now I do not know to this day, that the bills referred to are "false," I believe that they are fraudulent and in asking the Order to pay such items, "Brother" Wheaton defrauded the Order, and in this view, the Executive Committee concurred. On presentation of the first bill that appeared wrong, I refused to pay it but I did not have the power to prevent the G. C. C. presenting another or as many more as he chose; as it was then nearly time for the committee to meet, I believed time and trouble could be saved by holding it until that meeting. Let me ask you, Bro. Archer, what more you would have done? When the Committee met, the matter was presented to them; they directed the payment of the bills and that nothing be said of the matter then. What would you have done then, had you been in my place? The Committee did put a stop to any such open attempts to defraud and "hailed the G. C.

C. over the coals," as the saying is in a "seance" of one entire afternoon; what transpired during that time, I have never learned but judging from the voices, matters were "warm" part of the time. One effect was that no more bills of that character were presented, and the other matters that have not yet been made public, were matters that appeared all right and no one suspected anything wrong until long after they had been paid; the whole amount of which the Order has been defrauded, so far as anything definite is known is so small and insignificant that it seems almost incredible that a man with common sense would stoop to it. Brother Daniels has made no "excuse" except for his failure to openly oppose Wheaton and for endeavoring to dissuade others from acting against him, and for that he now freely admits that he was mistaken, and those others, including Clark, Clancy and several others at Denver, were right. Charges were filed with the Executive Committee at Rochester, and I was summoned as a witness; the Committee decided not to press the charges, because they did not want to be charged with the persecution of a man who was "down," but he was distinctly informed that if he did not "walk straight" thereafter, he could expect no consideration. I told him myself, that he must not think that the decisions of the Executive Committee bound me to keep still, that while I did not wish to "persecute" him, if he again attacked either myself or the Order, I should make public these facts so that he fully understood the consequences. If anything that has been published is untrue, then Brother Archer is correct in his assumption that some one has been vilified and the person vilified has an excellent opportunity to "make it hot" for the vilifier: if, however, nothing but the truth has been told, there is no vilification. Had Daniels and the Executive Committee knowingly permitted anything wrong to continue that was in their power to stop, or any one to defraud the Order, they would be equally guilty but the fact is, that so far as in their power to do, they immediately put a stop to it and in every instance where I have known of any thing wrong, I have immediately made it known to the committee. I have not reported suspicions merely when I did not have evidence to corroborate them. In my opinion, the Committee made a mistake in allowing the bills referred to, but knowing something of the perplexities of the situation, I do not propose to condemn them for it. "How do we know that there is not more of this somewhere?" You don't know. Wheaton charged me with dishonesty; later retracted it and although the Executive Committee were satisfied, I was not, and insisted that they come here and make an examination; they did so, bringing with them

a man that I had never seen or heard of before, as an expert to examine the books, papers, etc., and they came with the determination of finding anything that was wrong. The expert reported that everything was all right and that the only thing that he could find that was wrong, was that I had accounted for \$6.23 on subscriptions, more than he could find I had received. The Committee went away thinking that they knew that there was nothing wrong. Whether they do know or not is an open question perhaps, but if there is anything wrong, had it not ought to be found out as soon as possible? And if exposure of one thing that is wrong is likely to lead to the discovery of others that are wrong, is it not better to make the exposition? Will not the knowledge of these things among the members, spur them up to look more closely after the affairs of the Order hereafter? Won't they be more likely to insist that thorough examinations be given, and if the proper officers do not make these examinations, will they not be more likely to call them to account? It seems to me that the very reasons that you give for suppressing the facts, are the strongest kind of reasons for their publication.

Then again, Bro. Wheaton left here with the reputation before the general public, of being an honest, honorable, truthful man; he went straight to New York and told that public that the Order was bankrupt; that it owed him money for salary that it would not and could not pay. Should we allow such malicious and false slander as this to go uncontradicted because proving it to be untrue would injure the reputation of Brother Wheaton, and thus "kick a man when he is down?" Are we not in very self-defense, obliged to show the public to whom he is telling such falsehoods, that he is utterly unworthy of belief and so far from the Order having defrauded him, he has defrauded the Order? You say you are in favor of permitting any member to leave the Order honorably who wishes to do so; can you find in THE CONDUCTOR or in any utterance of mine anywhere, anything that in any way resembles an objection to any one doing so? On the contrary, does not THE CONDUCTOR, since I have had charge of it, distinctly pronounce itself in favor of just that thing, and express admiration for men who have honorably and openly left the Order? I, too, am sorry to see some of the members leave who have left, but I am not sorry to see such intolerant and bigoted members as those who pronounced the whole Grand Division liars, and every member of the Order a perjurer, and who did not leave the Order honorably but left it dishonorably after appropriating to their own use, the property of the Order. Will an honorable member retain his membership in the Order while condemning it

and while attending a meeting called for the purpose of injuring it all that is possible? Will an honorable member of the Order attempt to retain the benefits of the Order while not only refusing to aid in its support but engaged in an effort to injure it? C. S. Wheaton retained his membership in the Order during the time that he presided over the meeting held on the 22nd of June, and did not apply for withdrawal until the date of the last meeting when he applied by telegraph but found his withdrawal stopped by a notice from the G. C. C. that charges had been preferred against him. Would an honorable member retain passes that had been issued to him as Grand Chief Conductor of the Order of Railway Conductors after he had been elected "president" of such an organization as the "independent" seceders, and after having been particularly requested to return them? Some of those who have withdrawn from the Order have done so in an honorable, manly way, but so far as I know, none of them have attended the New York meetings. It is probable that some of the individual members of 168 who have joined this "independent" association, are innocent of any dishonorable intent or action, but we must judge them as a division and they have retained our property while in 201, it is an open boast that they have retained the property of the Order by the unanimous vote of every member. I join you in the sentiment, "let all dissenters go", and if they go honorably and in a manly straightforward way, I will bid them God speed, but I dissent from you if it is your opinion that we must sit quietly still and let them persuade the public that they are the "salt of the earth" and we the scum, and when they slander me, as a member of the Order, I believe it is my duty as a member, to let the world know the truth in regard to them, and as an officer of the Order, I believe it is doubly my duty to do so, particularly when as at present, the indications are that it is almost the unanimous wish of the membership. I do not propose to deal unfairly with any who have left the Order, whether they have left honorably or otherwise, but I must dissent from the inference in your sentence that any such have been unfairly dealt with, and certainly those who have left us dishonorably or who still dishonorably retain membership while trying to injure us, must not expect the same treatment that is accorded to others, and exposing their hypocrisy is not dealing unfairly with them. Was Wheaton honest when he wrote a member in your own state only a short time before the late Grand Division, that "the time has come when we must get rid of the strike clause," and "I have been working all the year as if there was no strike clause", or was he honest when he said

"on account of the change in principles I cannot be a candidate", and when he represents that he has left the Order on that account?

When the member who holds that letter reads this reply to you, I hope he will write you and tell you about that letter and I assure you he is in a position to tell you something about Wheaton's honor and his treatment of those who have befriended and defended him. Finally, in making these facts known through THE CONDUCTOR, I am only "obeying orders" and pursuing a course outlined by the Board of Directors, and approved and endorsed by all but two members. If in my place, what different would you do under the circumstances?

Don't for one moment think that this letter or anything in it is intended to injure your feelings or to prevent you from writing again nor from making any criticism of myself or of THE CONDUCTOR at any time. You and I, are too good personal friends for me to have the slightest feeling over anything you may write or any criticism you may make, either open or implied and I have had too many proofs of your personal friendship for myself and your candid interest in the association, to permit anything of the kind on my part. As I have said in THE CONDUCTOR, I don't profess to be above personal bias, and personal feeling against Wheaton may influence to some extent what I have to say of him for I have forgiven him more personal injury to myself than the injury he has done the Order, only to have it repeated as soon as he thought it could be done without my finding it out.

I believe, however, that what has been said, is enough to place him before the public in his proper character and after this number of THE CONDUCTOR, shall not waste space on him unless he or some of his injudicious followers make it necessary to discuss his actions further. I shall, however, always defend the Order and its members against the slander from him or any other, in the columns of THE CONDUCTOR if in a position to do so, if not in other ways.

With kindly regards to all of the members of Division No. 7, and the most pleasant recollections of the many courtesies I have received at their hands, and sincerely hoping to hear from you soon again, I am as ever,

Yours truly in P. F.,

WM. P. DANIELS.

MONROEVILLE, July 9, 1896

Editor Railway Conductor:

Since reading the communication in THE CONDUCTOR of June 15 and July 1, in regard to the action of some of the sixty-six in endeavoring to injure the Order, and being one of those who voted

to retain the non-striking clause in our ritual, I desire to add my voice denouncing such action, and I can now appreciate your remarks made on this subject in the Grand Division at Rochester, although they seemed very harsh at the time. I am very much surprised at the action of Brothers Wheaton and Cross, and think, after being honored as they have by the Order, that if they could not work for its interest, that they should at least keep their hands off, but I venture to predict that they cannot hurt us.

I must admit that I am very much disappointed in Brother Wheaton, as I had formed a very different opinion of him. Division 166, by almost a unanimous vote, decided to advocate the retention of the non-striking clause, and some of our members were very emphatic in their opinion, but the Grand Division decided that it should be repealed, and every member of Division 166 accepted the will of the majority, and we are prepared to say from what we have seen and learned since the Grand Division closed that it acted wisely.

As to our Division, we are prospering and have had four additions since I returned from Rochester. Brother Clark's picture was hung in the Division room on the last meeting day, and he has no more loyal supporters than the members of Division 166, and if he will make us a visit I will guarantee him a royal welcome.

Yours truly,

W. H. BUDD, C. C. Div. 166.

July 12th, 1890.

Editor Railway Conductor:

There seems to be considerable notoriety attached to the famous 66 of the late Rochester Convention, and as one of that unfortunate number, I beg to offer one or two facts which in my judgment are sufficient to prove that the 66 were more divided in their opinions on the more important questions than the large victorious body.

In the 66 were men who were so enthusiastic that it was generally reported that they slept in their blue badge, while there were others who believed it to be the duty of a minority after a defeat to turn in and aid the majority in their effort to make a success under the new conditions, and who positively refuse to wear the blue badge, believing all these open displays of differences calculated to widen breaches and to attract too much public attention.

There came to the convention some of the 66 pledged to elect C. S. Wheaton for Chief, and this seemed to be their sole aim; there were others who were undecided and watched developments, while others, many others of the 66 (myself

among the number) came with positive intentions to work first, last and all the time for a thorough and complete change in the executive chair.

The members of my own division who read this will remember that for a year I have held the opinion that it was imperatively necessary that we should change our leader, and I believe this to have been their main reason for sending me to Rochester.

For the strike clause, I asked for instructions, and getting them, voted accordingly. When I left home I was satisfied with the position, but before I had crossed the continent I found that Railroad Managers are not all inclined to treat their employes with the fairness that the officials of the S. P. Co. have ever displayed *up to date*, and it was very palpable that in some sections patience had long ceased to be a virtue and another proof of the unfitness of Bible teachings to modern railroading was furnished, for a too close application to the text reading: "Blessed are the poor in spirit" had just about made existence unbearable for a large number of our membership. All circumstances considered, after returning home and looking back calmly over the position, I am satisfied that the action at Rochester was as fair, as conservative, and as sensible as possible and more so than could have been expected.

I write the above as my protest against any claim to the 66 as a following that may be made by Messrs. Wheaton, Ostrander, Chittenden, Cross and others.

I have lying before me a complimentary letter from friend Levengoed, who spreads over me a very thick coat of very saccharine praise for the noble stand I took as one of the 66 and then endeavors to stick on it one of his famous insurance policies. I will say to him, for I suppose he reads THE CONDUCTOR, that he cannot be a very good judge of human nature, for I know that he was at Rochester, and I'll bet he was the only man there who would think of making a dollar out of me in that way.

I have just perused THE CONDUCTOR for July 1st, and cannot say that I have finished it with unmixed gratification, while I would not put the least difficulty in the way of any man who may have been put somewhat in a false position, it seems to me that it does not look any too well to let a man drop quietly out of office and laud him to some extent with expressions of appreciation, backed by a valuable diamond, and then burn him up in a public journal. I respectfully submit that every delegate at Rochester who was blessed with unbiased intelligence, got the measure of Calvin S. Wheaton on the last day of the convention, and I believe the whole membership of the Order is pretty well posted on the man, and I

hope the future course will be to let him go with Judas Iscariot, Benedict Arnold, The Devil and others of that ilk, without notice or comment.

Being from the extreme west, and taking a very roundabout course as well, I presume I traveled farther than any other delegate, and I made it an express purpose from the start to learn so far as possible the views of the men I rode with. I had heard so much of the strength of the opposition Order, that I naturally expected in some sections to run across a good number of its membership, but I was surprised to find that in a ride covering about 8,000 miles I did not see a B. of R. C. man and fully 90 per cent. of the men I rode with were members of our Order. After leaving Rochester I did not find a single man who objected to the change of Chief and the opinion was just about the same regarding the much debated clause. The few men who were not of our body expressed very favorable opinions of our acts and nearly all volunteered the information that they should immediately join us. My experience may have been exceptional, but I am inclined to think not, but that throughout the whole country, the Quaker settlements excepted, there is unlimited satisfaction.

I fully believe the Michigan men are a unit, I saw a great number of the boys there, for it happens to be my wife's native State, and so I was coaxed up to Grand Rapids ostensibly for a day or two, to find that half the people of the state of Michigan, are my relatives by marriage and the other half intimate friends of the family.

For Oatle Division I can only say that they are a fine set of fellows whose hands, hearts and homes are open to a fraternal visitor to such an extent as to leave him lost for language. If we had accepted all the invitations tendered by Grand Rapids alone we would have been able to ride to the Pacific Coast on Bro. Butler's road.

To Bros. Flaherty, Oatley, Higgins, Jones, Rodgers, Cook, Shaunnassy, Volkert and others of the same locality who aided so much to make my visit a pleasant one, I can only say, come to California and give me an opportunity to get even to some extent, and in this invitation I must include that old Pioneer of our Order, Bro. Sam Gage, of the Flint & Pere Marquette, who can vouch for my dexterity in spearing fish by torch light, for he saw me coming back from the place where I did it.

Yours very truly in P. F.

W. V. STAFFORD,
Ex-Captain Div. 115.

ATCHISON, Kansas, July 15th, 1890.

Editor Railway Conductor:

As it has been some time since I have seen anything in THE CONDUCTOR from here, I thought it would be well in me to send in a few items. Our Division, No. 28, is in a pretty good condition at present. We have given the first degree to one Brother, the second to one, and the third to one, and have one candidate for next Sunday. Our Chief Conductor, Brother Kelly, is doing all in his power to make 28 second to none, and if the Brothers will only turn out and help him a little, he will succeed in his efforts. Our worthy S. & T., Brother Nesbit, is nearly always at his office, (219 South 5th St.,) and is always ready to welcome all who may call (to buy coal) to see him, and if he is not present when you call, you can leave your card with his silent partner, Mr. Frank Davis, (Frank is awful quiet) who will also welcome you, and be only too glad of the opportunity. Our S. C., Brother Geo. C. Allen, may be found following the C. & A. bridge engine No. 3 around, sometimes on the Kansas side of the river and sometimes on the Missouri side. Our J. C., Brother Coughlin, may be found lining up track on some point of the Missouri Pacific, as he is roadmaster. Our A. C. C., Brother Dodge, is running the Irish mail from Atchison to Edgerton, for the Rock Island Route. Brother Hansen, our I. S., is on the C. B. U. P. Div. of the Missouri Pacific, still handling the punch, and waking up the passengers on the night runs. Whoa! who would have thought it came very near leaving out our O. S., Brother Rody, who can be found on the C. B. Division of the Missouri Pacific transportation freight and drilling, for Henry runs the local from Atchison to Greenleaf opposite Brother McKinsey, alias Shorty. Business is not so brisk as it might be, but we are in hopes that it will pick up for there are some of the conductors, who have had to go back to braking on account of business being so slack. Some of the men, and I should say all of them, are a little dissatisfied in regard to their pay for the last two months, since the new schedule went into effect. The men are all right and so is the schedule, the fault seems to come from the superintendent's office. He says he don't understand it the way the men do, and is paying them straight mileage, and that no one hundred miles or less constitute a days work, and no over-time can be made. Well, if this don't stop your injector you can publish it in THE CONDUCTOR, but if you think that it is liable to corrode it in any way you had better leave it out.

Yours in P. F.,
MOULDOON'S BROTHER DAN.



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

THE "ROLL OF HONOR."

In referring briefly to the reports of the late farcical proceedings in New York and the persons who participated therein, we shall end the matter so far as the editorial department of *THE CONDUCTOR* is concerned, unless there shall be some additional slanders of the Order circulated. We shall as far as possible give our readers whatever news there may be in regard to the "independents," but shall not waste valuable time and space in commenting thereon.

We give on another page, the reports of the "proceedings" as published in several different papers in New York. The reports published by the papers in other places did not differ materially from these, except that they were condensed and the most of them repeated the falsehood that Wheaton resigned his office and declined to be a candidate for re-election because of the action at Rochester.

There were present at this "Grand Division" the following: C. S. Wheaton, of Division No. 9; E. D. Nash, J. C. Sweeney, M. Severance and Frank W. Flint, all of No. 24 and employed on the Vermont Central road; Victor Pidgeon and E. Richardson, of No. 75 and employed on the Grand Trunk; F. J. Griffiths, S. D. Chittenden, A. C. Gordinier, A. Ball, B. Dargavel, L. K. Wood, S. V. Smith, A. Vandervere, John Long, A. F. Stackhouse, W. S. Bagshaw and Amos Bird, all of 168 and employed on the D. L. & W.; J. Y. Levensgood, of No. 169 and employed on the West Shore; R. C. Mason, W. L. Thomas, S. H. Clark, F. A. Hermance, A. B. Murphy and A. S. Ostrander, all of 201 and employed on the N. Y., N. H. & H.; A. Holdridge, of 54 and employed by the United States Express Co., and Geo. M. Paugh, Wm. Bowen and J. H. Tarbush, not members of the Order, the two former D. L. & W. and the latter N. Y., N. H. & H. men.

The above persons are said to have "represented" the roads on which they are employed, but the facts are that with the exception of those from 168 and 201 no one represented anything ex-

cept himself, and it is more than likely that but very few outside of those actually present were represented by anyone. There are on the line of the Grand Trunk, twelve Divisions of the Order; eleven of these Divisions were represented at Rochester, and the eleven Divisions had fourteen votes, and, with one solitary exception, all were cast in favor of the elimination of the strike clause, the exception being Division 88, which was represented by Brother Kilpatrick, of Chicago. In this connection, we will say that in giving this information to our readers, we are not telling anything that is unknown, for while the seceders have carefully refrained from giving it correctly as the expression of the Divisions and the membership, they have given the names of those who voted "aye" in such a manner as to prejudice them with their employers as much as possible. Division 75 was represented at Rochester by VICTOR PIDGEON; in both instances where a vote was taken on this question, he voted in the affirmative, yet he now professes to represent the conductors on the Grand Trunk in a meeting of seceders, who give as their reason, the action of the Grand Division for which he voted, and he appears not only as a member, of the "independents," but accepts an office with them. Here is an opportunity for some conundrums. "A noticeable change from the old order, was the substitution of 'President,'" &c. It is evident that the criticism of *THE CONDUCTOR* on either the lack of originality or the manifest intent to deceive, has made itself felt even with the "independents," and that they have endeavored to break its force by a sublime effort, and in rising to the necessity of the occasion, have made a few minor changes in the titles of their officers, but they still retain their misappropriated title of "Order of Railway Conductors," notwithstanding that they now proclaim that they are not an "order" at all, but simply and only an insurance association. The brightest jewel in their crown is consistency; they

proclaim with much sound and fury that the Order is going to the dogs, they are obliged to leave it from "conviction," and will immediately proceed to form an order that will be in accord with their convictions, and then as soon as they learn by experience that notwithstanding their proclamations "de sun do move," they decide off hand that they don't want any order or any labor organization, they just want insurance, and in order to get it must organize an association, although they *claim* they still have in the Order they have left, two and a half times the amount of insurance that they have provided for themselves, and that they are going to keep it. One report says: "the Eastern men have not rallied around the new standard as fast as Mr. Wheaton expected"; it is a fact, lamented by them no doubt, that Boston, Providence, Portland, Hartford, Bellows Falls and numerous other Divisions that were to drop like ripe cherries, were not represented by even a single member, and even from Springfield, where the original plans were laid and where it was reported the Division had, by a unanimous vote, resolved to surrender its charter, not a member came, and the Division has not only not surrendered its charter, but will go ahead with over half of its former membership certain, while it is probable that all or nearly all will remain with the Order. Again, surprise is expressed that no Western road is represented, and none of the delegates could explain it. This *might* lead to the inference that all Eastern roads were represented, and if the East is willing to concede that they have but four roads, we are willing to grant this.

The New York *Herald* intimates very strongly that the four roads have had more to do with forming the new organization than anything else, but we do not believe that there is anything but talk to this, except that minor officers like Griffiths have used their authority and influence with men under them in order to win favor for themselves with their superiors. We are satisfied that such men as Mr. Halstead and Mr. Reasoner are not the ones to interfere in any way with the personal rights and privileges of the employees nor would they permit subordinates to do it openly, but every one in railway service knows, while those unacquainted with it cannot appreciate, the opportunities that such men have for punishing those under them under false pretenses when they choose to do so, and that in this way they can exercise a very strong influence upon the employees under them without there being anything tangible that can be specified.

The statement in the *World* that Wheaton severed his connection with the organization last

May, is untrue, and he made no attempt to sever his connection until he perceived that he was to be placed in the pillory, and then made the attempt, but unfortunately for him, just a little too late. Mr. Wheaton was one of those who were most vigorous in condemnation of Mr. Howard for retaining his membership in the Order while acting as an officer of the Brotherhood, but it did not seem to occur to him that he was subject to any such condemnation until after he was called to account for it.

One of those ingenious statements that while literally true, conveys a falsehood, is that made to the *Post*, that "Mr. Wheaton had not asked to have his salary increased." It is true that he did not but he did make a most abject plea for a gift of a thousand dollars and when the writer accused him of asking for a gift instead of an increase of salary because he knew that he would draw it for only a single year and then leave it for some one else, he admitted the truth of the accusation by his silence. The man who recommends that his salary be cut down, simply to get votes at New Orleans, as he has admitted and in the openly expressed belief that a reduction could not be carried, is an eminently proper person to complain of the high salary list of the Order of Railway Conductors. The Order is not in debt \$6,500 nor 6,500 cents and no one knows it better than Mr. Wheaton and his followers.

The *Post* further says:

"The men who are especially attacked in this way are Mr. Wheaton, the President of the new Association, A. C. Gordiner, A. S. Ostrander, F. A. Hermance, and S. D. Chittenden. Mr. Wheaton, who, until last month, was considered good enough for the office of Grand Chief Conductor of the (old) Order of Railway Conductors, is now charged by some of the opponents of the new Order with having electioneered to secure another re-election, and with having acted dishonorably for a long time towards the Order of which he was the head."

Mr. Wheaton was considered good enough simply because there was no way to get rid of him without making trouble and scandal that it was then hoped could be avoided.

He was elected at New Orleans in 1887 simply and only because the opposition to him at that time was not organized and had no leader and up to within three hours of the time for election, had not decided on a candidate, and after Bro. Chapman had concluded to permit them to use his name, less than five per cent of those who were opposed to Wheaton knew anything of it; those who knew expected to inform others by the nominations, believing that to be the only practicable method, owing to the short time. Wheaton took advantage of this and in violation of precedent, and law, ordered a ballot without permitting

nominations and as a consequence many members voted for him because they knew of no one else to vote for. That this is true, the members who so voted will testify if necessary.

The Executive Committee were several times within the past year, upon the point of removing him from office, and in January last, the only thing that saved him from removal was the natural sympathy felt for him on account of the death of his brother and the disinclination of members of the Executive Committee to take any action of that character while the remains of that brother were yet untombed; in other words, sympathy alone prevented it, although the matter had been considered so far as to discuss the matter of covering the hiatus in the term that would be caused by his removal without compelling the A. G. C. C. to sacrifice two years of his term as assistant, to fill the office of G. C. C. for a few months. Mr. Gordiner's name has never been mentioned in this publication prior to this number and he is now simply given a place on the "roll of honor." We challenge any one to show that anything has been said in THE CONDUCTOR of either of the others that is not true. They began the attack upon the Order and now when the truth is told them, they whimper about being persecuted.

The new Independent Order of Railroad Conductors, on the other hand, is going to be largely and warmly supported by the conductors throughout the country who do not believe in strikes. For instance, the conductors on the Chicago, Burlington and Quincy Road, on which the engineers struck recently, are earnestly in favor of our new organization, and will probably form a Division."

The only line in the west where there has been any withdrawals is the above named road, but it is untrue that the conductors on that road are in favor of the new organization. At the meeting called in Burlington to consider the matter of withdrawing from the Order and sending delegates to the New York meeting, not a single division was in favor of doing either, and of the members who have withdrawn from their own uninfluenced choice, none except perhaps Cross, Stanchfield and Drew are in favor of the "Independents," and while THE CONDUCTOR unqualifiedly condemns Cross for his actions while an officer of the Order and for using his position with the "Q." company to compel members to leave the Order, we believe he has too much good sense and manliness to stultify himself by favoring anything of which Mr. Wheaton is president.

NO APOLOGY TO OFFER.

The Western Railway and some of the officers of other associations are asserting that the Order did wrong to apologize for its action at Rochester,

and profess to regret such action. The Order has made no apology to any one nor will it make any. We are not in the business of apologizing to railways or anyone else for matters that concern ourselves alone or at least, ourselves primarily, for we do not wish to be understood as claiming to be independent of our fellow laborers nor do we wish to be understood as saying to them or to any interested in train service that what we do is none of their business, nor do we wish to be understood as saying to them "mind your own business." We fully realize the fact that laborers in any service are to a certain extent dependent upon each other and that this is true of train men to a greater degree than in almost any other vocation. We are willing to listen to advice and do not object to criticism although we do object to dictation and to criticisms founded upon untruth. We reserve to ourselves the right to accept or reject the advice, heed the criticisms or not as we choose, and to legislate for ourselves and by ourselves. The assertion that the Order apologized for its actions at Rochester is based upon the adoption of the following:

"WHEREAS, There appears to exist among members of this Grand Division a radical difference of opinion in regard to the rights and privileges possessed by the minority; be it therefore

Resolved, That the delegates of the Order of Railway Conductors, in Grand Division assembled, explicitly declare that in no case can any division or divisions, or any member or members thereof, compel any member to join in or engage in any strike under any circumstances, nor shall a minority of the members be bound by the action of the majority, or be required either by considerations of necessity or sentiment to engage in or support such strike, when so doing shall be contrary to their convictions or detrimental to their private or personal interests."

How this can be construed into an apology for anybody or anything is more than we are able to see. The preamble is a simple statement of fact. There did exist among many members of the Order and members of the Grand Division, differences of opinion as to just what their position was and in order to assure them that their rights and opinions would not be trenched upon, the exact position of the Order was defined in a concise and definite manner. It was feared by many members of the Order and of the Grand Division that the erasure of the strike clause would, and was intended, to plunge them into a causeless and eternal quarrel with their employers, that almost immediately upon the adoption of the resolution repealing it, they would be called upon to join a crusade initiated by the western men. They seemed possessed of the conviction that the western men were prototypes of the Irishman who declared that he "didn't come for a fight and wasn't going away without it;" that the west came with

professions that they "didn't want a strike," but that if they could only prevail in their ideas, that they were not only "not going away without it" but were going to involve every other member in it with them; there was a very marked fear that there was something "underground," something that the minority could not understand and this fear was worked upon, and magnified by the "independent" members until, had nothing been done to explain and remove this groundless fear and apprehension of some mine that was to be sprung, it is more than probable that the first boasts of the "independents" would have proven true and not only would all the New England Divisions have "gone out" but possibly a considerable number of others. They were suspicious of the radical, cowboy west, and that the adoption of the resolution was wise and timely is now made manifest by the disappointment of the "independents" and the slimness of their side show. Conductors are possessed of considerable of human nature and some traits are possibly more fully developed in the average conductor than in almost any other class of men; perhaps the conductor more than any other, is likely to say "I don't have to" when told that he "must." Members of the Order are now indeed, free Americans; they are deprived of no right of citizenship by any kind of a bond, either real or imaginary; we believe that the present laws of the Order in that respect are ample and satisfactory, though it is not unlikely that experience will demonstrate the necessity of legislation to restrain the more impetuous and prevent their enthusiasm from confronting us with embarrassing situations. It is asserted that members will surely strike now that the prohibition is removed; there is no danger of a strike where members of the Order are fairly treated, but we are free to say that hereafter when a railway officer taunts members of the Order with their inability to strike and tells them that for that reason he is not under the necessity of treating them with common civility even, they are very likely to strike. They will not hereafter permit themselves to be used in times of trouble and thrown aside and forgotten as soon as trouble is past, because of a misapprehension of what their rights as members are.

E SEMPRE FURFANTE.

We had hoped that it would not be necessary to annoy our readers with anything further in reference to "Majah" Leflet and would not notice him any further were it not for the fact that if not denied, it would be loudly heralded that his falsehoods were admitted; we shall however make this as little of the "Majah" as possible and content

ourselves with a simple statement of facts and hereafter, will not even deny the vagaries asserted by this convicted cheat.

The "Majah" never wrote a word to the writer derogatory to C. S. Wheaton. Anyone who will testify that "Daniels expressed the same opinion of Wheaton eight years, (or even three years ago) that it is expressed now" will testify to a falsehood. "The resolution to publish the proceedings in the *Railroader*," referring to the annual meeting of the Philadelphia Passenger Conductors' Association, did not carry unanimously, nor at all. The resolution was objected to on account of its singling out a disreputable sheet and the convention endorsed the views by striking out the name of *The Railroader*, and adopting an amended resolution to give the proceedings to the press. It is true that the secretary, Walter Lackey, furnished the proceedings to the *Railroader* and did not to others who were left to depend upon their own resources. Daniels and Wheaton did not withdraw from the meeting, although Wheaton resigned his position of vice-president. The association went to pieces simply because the *Railroader* and its friends attacked and insulted, not Wheaton but members of the Order generally, including Charley Ashton, Dick Fitzgerald and men like them. Members of the Order withdrew from it spontaneously and without any persuasion whatever and the result was that there wasn't enough left of it to make a showing inside of one year and "Japhet," otherwise Levengood is now "in search of a father" for it. In reference to the yardmaster's association, the years of its greatest prosperity were those following its election of Bro. J. C. Campbell, president and the adoption of THE CONDUCTOR'S MONTHLY as its paper. Its decline began when Bro. Campbell declined a reelection and the *Railroader* was readopted. The statement that "at Richmond when the association of yardmasters was on its last legs, a resolution was adopted condemning THE CONDUCTOR'S MONTHLY," is not unlikely to be true although we never heard of it and it requires better evidence to make it creditable; the "Majah" was there with no opposition and members of the Order had generally left the association. Col. G. J. Johnson can give some interesting history in regard to the yardmasters. J. C. Campbell can be reached at Derry Station, Pa. Mr. Sanger is somewhere in New York, we think, but his address can be procured from Miss Sanger, who is President Harrison's private stenographer.

At Buffalo, when earnestly soliciting the Order to adopt "my paper," the "Majah" claimed to be the sole owner of the paper and disclaimed all responsibility for letters written by Mr. Reed nearly a year prior to that time.

With this we bid the "Majah" a long farewell

and leave him with his greatness. The man who has been convicted of the practices that have been proved against him, can injure no one, except with those who wish to believe falsehood, and with such no denial or proof will have any weight. We simply remind our readers that *falsus in uno, falsus in omnibus* and that everything asserted by any convicted falsifier, should be regarded with suspicion.

THE PHILADELPHIA MEETING.

We regret that owing to the late date of receiving the report, we are unable to publish in full the report of this meeting as given in the Philadelphia papers. We give a portion from *The Press*, and it will readily be seen that F. A. Hermance, is slightly mistaken in asserting that "the N. Y. C. is on the skirmish line," but much nearer correct than he thought or intended when he said: "New Jersey is in the Union." The Doctor (of pills) is also correct in his statement, that "no disloyal mutineer or violator of his obligation shall ever pass the 'dead line.'" The Doctor's error was in his application of self-evident truths, and the location of his "dead line," which is now shown to be a small and very obtuse triangle with New Haven in the obtuse portion. In fact, developments must before now, have convinced the Doctor, that the disloyalty is merely isolated, sporadic cases, and that it is neither epidemic or contagious while the severity of the attack as evinced by the symptoms of the Doctor himself indicate that it will run its course very rapidly and terminate fatally for those attacked. If this diagnosis is not correct, will the Doctor diagnose and prescribe again.

STOCK FOR EMPLOYEES.

As will be seen by the statement from the president, on another page, the Illinois Central has determined to aid its employes in becoming part owners of the road on which they labor. The proposition seems to be eminently fair and to give the employe every advantage; he can make a bargain for the stock at the market price by paying five dollars or more and will be credited with interest at four per cent. on all amounts so paid. If in the future, the price of stock falls, the company assumes the risk as the employe may cancel his contract and have all he has paid in returned to him and the same is the case with any employe who leaves the service of the company. It certainly seems like a very favorable proposition on the part of the company and if there is nothing more to it than is shown in the statement of Mr. Fish, we believe that the employes will not be slow to become stockholders. This experiment of

the I. C. will be watched with great interest by employes all over the country and we shall expect and be glad to hear from members on that line in regard to it. That it will be regarded with suspicion by many, coming at the time that it does, is almost certain and for the success of the plan, it is to be regretted that the proposition was not made before there occurred anything to cause employes to think that there may be something more in it than a desire to benefit the employe. We do not care to comment further on the matter at present.

THE OTHER SIDE.

A Morris and Essex conductor said to a *World* reporter yesterday: "The principle on which Moses Taylor Division, No. 168, Order of Railway Conductors, was dissolved and its charter surrendered was highhanded and unjust, and was sufficient in itself to keep some of the conductors from entering into any movement toward organizing a new Order. They howl 'no strike,' and endeavor to make it appear that the old Order was going to plunge them into some ruinous turnout on the instant.

"The beginning of the troubles that led to the split in the Order dates back to the annual convention held in Rochester about two months ago. Moses Taylor Division was represented by Niram Devoe, of Newark, and S. Dudley Chittenden, who, having served as delegate to three conventions of the Order was by virtue of service a general delegate and entitled to a voice in the convention. The Western conductors had gone through a telling campaign of strikes during the year, the chief trouble being the great C. B. & Q. Railroad turnout. The delegates from the wild and woolly regions explained that, while they conceded that strikes should be discountenanced in general, it was absolutely necessary at times for the Western men to rise up and assert themselves. They asked that the anti-strike clause in the constitution and by-laws of the Order be eliminated. This would allow them to do as they pleased and need not interfere with the good-will and harmony existing between employers and employes in the East.

"Chittenden, of the Lackawana, and Ostrander, of the New Haven Division, at once scented a scheme to involve the East in a general strike. They opposed the abolition of the anti-strike clause, and when a resolution which they opposed was carried by a vote of 210 to 66 they left the convention. Calm and unimpassioned, Niram Devoe remained at Rochester to see the matter through.

"Delegate Chittenden did not sleep over the matter, and sober second thought could not get in an idea edgewise. A call for a special meeting was issued and the following morning at 10:00 o'clock the meeting was held; seventeen members, including Assistant Superintendent Griffith, of the Morris and Essex Division, being in attendance. Fourteen members caught Mr. Chittenden's infectious excitement and rebellious sentiments and voted to dissolve the Division and surrender the charter. The three who failed to vote with the majority felt that the story had two sides and con-

tended that it was due Delegate Devoe, if only through courtesy, that no action be taken until he returned from Rochester and reported. While seated in convention Devoe heard of the dissolution of his Division. He felt hurt and was greatly embarrassed. He saw the thing out, however, and was well satisfied that the resolution substituted for the anti-strike clause could not be reasonably objected to.

"Its plain, and in no wise ambiguous. But certain men imagine that they can read strife and strike between the lines. But I can see nothing unfair or exacting in the resolution."

All indications point to serious internal discord in the ranks of the working conductors on the Lackawanna branches, as many of the old men have declined to join the independent organizations.—*N. Y. World*.

NOT A SECEDER.

As will be seen by the following from the *Philadelphia Press*, C. S. Wheaton has no "string" on Bro. Maxwell and Div. 162, as he claims.

William J. Maxwell, who presided, said that the secession movement would not amount to anything. He said: "The Order of Railway Conductors has a membership in the United States, Canada and Mexico of more than 16,000, while the secessionists do not claim more than 2,000 members. C. S. Wheaton, who is at the head of the seceders, was for many years the Grand Chief Conductor of our Order. His excuse for seceding is that we changed our constitution at our Rochester convention, by striking out the clause prohibiting strikes, but his real reason is that he was not re-elected as Grand Chief Conductor. I have no hesitation in saying that if Wheaton had been re-elected to his old position he would have remained with the Order notwithstanding the change in the constitution.

"He had, however, by his course so estranged his former friends that had he allowed his name to go before the convention he would not have received twenty-five votes out of more than 250. That is the man who is leading the revolt. He is trying to make it appear that we favor strikes. We do not. We simply leave the question out of our constitution altogether, and the Order is not committed, one way or another. It thus leaves each division free to act according to the best judgment of the majority of its members. Our Order was never in better shape, and we have never had a more harmonious or more enthusiastic union meeting than the one which has just adjourned."

Bro. Maxwell is mistaken in his statement of the "claims" of the "independents." Their latest "claim" is to 300 members only.

DENOUNCING SECEDERS.

The secession from the Order of Railway Conductors of ex-Grand Chief Conductor C. S. Wheaton and his friends was condemned in strong terms yesterday by a large union meeting of representatives of the Order, which was held in Dental Hall, Thirteenth and Arch streets.

Ten Divisions of the Order were represented at the meeting, which was one of the largest and

most harmonious union meetings of the Order, ever held in this city. Pennsylvania, Maryland, Delaware and New Jersey sent delegates from these Divisions: No. 5, of Baltimore; No. 12, of Scranton; No. 32, of Meadville; No. 143, of Harrisburg; No. 147, of Easton; No. 162, of Philadelphia; No. 170, of Camden; No. 204, of Philadelphia; No. 224, of Wilmington, Del., and No. 229, of Reading. There were conductors from the Pennsylvania, Reading, Baltimore & Ohio, Lehigh Valley, Delaware & Lackawanna, and in fact, all the principal railroads of the states represented. William J. Maxwell, of Philadelphia, presided.

After a general discussion of the action of the seceders a preamble and resolutions were offered and adopted by a unanimous vote, reciting that "The members of this meeting view with indignation the unwarrantable action of a few former members of the Order in seceding and without just cause establishing a separate organization, at the head of which is placed the recreant, C. S. Wheaton, retiring Grand Chief Conductor of this Order, in opposition to his oft-enunciated principle of yielding cheerful compliance to the will of a legally constituted majority.

"There is not now, nor has there been occasion for secession from our ranks, and we deem it but proper that an expression of the members of this meeting be given in order that all doubts to their loyalty to the order may be removed, therefore be it resolved that:

"We will do all in our power to prevent the secession movement from gaining a foothold in our localities, and that we distinctly disclaim any sympathy with their movement."—*Philadelphia Press*.

LOUISVILLE, Ky., July 19, 1890.

Editor Railway Conductor:

DEAR SIR: Brother H. E. Craft of Monon Division No. 89, was on July 1st, appointed train master of the L. E. & St. L. R'y and branches with office at Huntingburg, Ind. It was a promotion from chief dispatcher, and gives universal satisfaction, as Brother Craft has become very popular among the employes of this company. Monon Division, also, is proud to have one of her members promoted.

Yours Truly in P. F.,

H. S. REARDEN, C. C.

July 6th, 1890.

Editor Railway Conductor:

Have just read your "Calvin Selah" in last issue of THE CONDUCTOR, and will say I am glad you have opened up on him. To think that a man can so lower himself as to go back on an organization that has brought his bread and butter for him for nine years, is more than we would believe, but in his case it is true. Hope you will crack away at those eastern bubbles and make them sick. I did not hear what became of the property in those Divisions. Are we not entitled to it? Did those members surrender their charter—and withdraw in form or did they revolt?

I do not fully understand the situation, and would like to know for the benefit of several. You have acknowledged you made a mistake in not ventilating C. S. Wheaton, which I consider manly, and should be satisfactory to all members.

Yours in P. F., WABASH

It is hardly necessary for us to notice the silly assertion that "Daniels signed the Cross circular."

We are pleased to note the reinstatement of Bro. Tifts, of Div. 43, to his train, through the influence of the Order.

The secretary of 226 wishes the address of Bro. W. H. Gehman, who is supposed to be on some Texas road. Can any of our readers accommodate him?

Bros. Mounts, McVeigh, Burr, Pattengill and others whose names escape just now, have placed us under obligations for favors during the past few weeks.

Mr. E. P. Wilson, late general passenger agent of the C. & N. W., has been made commissioner of the Cincinnati freight bureau, with office at Cincinnati.

A. G. C. C. Garrettson wishes to express his sincere thanks to Messrs. Sargent and Arthur, for courtesies extended to him while in the city of Cleveland recently.

The expression that comes to us from the line of the Pennsylvania road, where C. S. Wheaton has always claimed to have the members completely under his control, is particularly gratifying.

Preliminary organization effected June 22nd, with 2,000 members and lots to hear from; permanent (?) organization effected July 13th, with 300 members. Such is the history of the "independents" so far.

A union meeting of all the associations of train employes will have been held at Toledo, before this reaches our readers. It is to be held on July 27th, and we wish the boys a successful and harmonious meeting.

It is said that Brother Honin's friend Wing, is a monomaniac on the subject of spotters and

spotter's reports; if this is true Dan, why not send him to the asylum? Won't the U. P. furnish a special and the county pay the bills?

A vexatious error occurred in our last number by which we made the date of the Union meeting at Savanna August 13th. It should have read August 10th, as that is the date the meeting will be held. All interested please note the correction.

Our information in regard to Brother D. C. Brown located him in Newton, Kas., and we advised members when in that place to call on him. We are just advised of the error and he can be found on Commercial street, in Emporia instead of in Newton.

Brother A. L. Owen of Division 30, is now located at Brantford, Ont., where he is master mechanic of the B. W. & L. E. R'y. He says he has not seen THE CONDUCTOR since leaving Missouri and would like to have it once more. We hope it will reach him regularly.

Monon Div. No. 89, in connection with the other railway organizations of trainmen at Louisville, have arranged to give a mammoth picnic July 31, and August 1, and also make the occasion a vast union meeting. Officers of all the various organizations are expected to be present and all are invited.

Among the late changes on the Rock Island we notice that Brother W. S. Page of Division 3, late superintendent of transportation of the C. & I. C., has been appointed assistant general superintendent of the "Rock Island" west of the Missouri river, and Brother J. R. Blair of 226 goes to Kansas city as train master.

In all of the reports of the meeting held lately by the "independents," that we have noticed, the language used is "the — road was represented by —" and in no case is there anything said about the conductors being represented. Are these reports nearer the truth than they were intended to be?

The late difficulties on the C. L. & W. have all been satisfactorily arranged, and by "system federation," although no written agreement was in effect. The "Big Four" settlement is also satisfactory to all, and it also was brought about by "system federation" between the Supreme Council, the B. of L. E. and O. of R. C.

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The prediction of THE CONDUCTOR in regard to Mr. McLeod, the new president of the Reading has been verified by his late action in recalling the obnoxious order that conductors must withdraw from the Order of Railway Conductors or leave the service of that company. Mr. McLeod says that neither members of the O. R. C. or the B. of R. T. will be disturbed.

**

Whether federation is for the best interests of employees or not, is, with some at least, yet an open question; but any railway officer who attempts to prevent or hinder it, by placing obstacles in the way of those who wish to attend meetings held to discuss it, are with many, advancing an unanswerable argument in its favor, and petty exhibitions of this kind will hasten instead of retard its progress.

**

Apropos of the Grand Trunk being represented in New York, July 13th, we copy the following extract from a private letter from a member of a division whose members are exclusively employees of the Grand Trunk R'y:

"We held our first regular meeting since the new law went into effect, yesterday. We had four candidates to work on and ten petitions to ballot upon."

**

The extreme hot weather or a fear of the waste basket, has seriously affected our Fraternal correspondence. We don't wish to monopolize all the space in THE CONDUCTOR, but wish the assistance of members generally, and we believe that a general interchange of opinions through its columns would be beneficial to all.

**

Any information as to the present address of George Adolphus Rohner, who was educated at the Gregory Institute, Hoboken, N. J., and who was injured on some road running out of Chicago, about four years ago, will be gladly received. Mr. Rohner can receive important information in regard to his family by addressing E. S. Hall, 1427 Spear street, Logansport, Ind. Railway journals are requested to copy.

**

Some time ago, a definite charge was made that C. S. Wheaton, when Grand Secretary and Treasurer of the Brakemen's Brotherhood, de-

frauded that organization of a considerable sum of money; this charge Mr. Wheaton proposed to meet in a "convincing and exhaustive manner" when the proper time came. The charge is several years old, but no one has ever seen any public denial.

**

We are pleased to learn from a communication in another part of this number, of the promotion of Bro. H. E. Craft, of Div. 89, to the position of train master on the L. E. & St. L. We do not remember that we have ever met Bro. Craft, but from the general average of the members of 89, have no hesitation in prophecying that he will fill the place satisfactorily, not only to his employers but to all employees who attend to their duties.

**

Permission is hereby given to any member of the Order, to make public in any way that he sees fit, anything that I have ever said or written, directly or indirectly, in connection with the mention of my name for the office of Grand Chief Conductor, at any time during my connection with the Order. This in reply to an inquiry.

WM. P. DANIELS.

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We regret to note the sudden death of Bro. M. D. Hunt, of Division 48, who was instantly killed the evening of July 12th, while taking the numbers of his train preparatory to going out. A switch having been left wrong, an incoming passenger train ran through the "cut off" on which Bro. Hunt happened to be standing, killing him instantly, and crashing into the side of the train which he was preparing to go out with.

**

The union meeting held in Philadelphia on the 20th of July was largely attended, and adopted resolutions condemning the secession movement, and pledging the support of all present to the Order. Brother W. J. Maxwell presided over the meeting, and this fact alone contains cold comfort for the "independents," who have claimed Brother Maxwell as in sympathy with them and about to come to them with a large delegation from that section.

**

We are in receipt of a copy of Sights from the Towers of Boston, and have to thank the United States Hotel for it. It is a complete history of Boston in a condensed form, with illustrations of the principal buildings. We have pleasant memories of Boston and particularly of the United States Hotel; during our stay there, we were resident of "Texas," and found it a very pleasant place. We certainly won't forget the United States when in Boston again.

A. Holdridge "represented the U. S. Express Co.," as is stated by the press reports of the first annual Grand Division held on the 13th. We wonder how the western employes of that company will relish the idea of being represented without their knowledge by Mr. Holdridge. It is possible that Mr. Holdridge represented the company, but he did not represent any of its employes. In the meeting of June 22d, Mr. Holdridge said: "I will have 54 surrender their charter."

Contrary to the expectation of a number of the employes, Mr. G. C. Wilson, formerly superintendent of terminal facilities in Chicago, goes to Burlington as superintendent of the Iowa lines of the "Q"; we are unacquainted with Mr. Wilson, but can assure him that he has a hard place to fill; not that the employes of the Iowa lines are obstreperous or that there is anything wrong in any way, but it is always hard to fill a place vacated by such a man as Brown. Mr. F. A. Delano, succeeds Mr. Wilson at Chicago.

It is rumored that a number of passenger conductors have been dismissed from the Alton and the Santa Fe, but at this writing there is no confirmation of the rumor. One feature that makes it appear improbable is the statement, that the Santa Fe gave those dismissed some two weeks notice, advising them some days ago that dismissal would take effect August 1st. This is not the way railway companies do business and the victim receives no notice until he is relieved, some times after going to his train to go out.

In one of the accounts of the meeting of "independents," J. Y. Levengood is said to have "represented the West Shore." This information will be relished by the West Shore conductors, particularly those who are interested in the fund for caring for the conductor's room in the West Shore depot at Weehawken. For some time past, the friends of Mr. Levengood among his associates could easily be reckoned on the fingers of a one-armed man, and he has never represented a solitary person except himself.

It is reported that officials of the Union Pacific are either disregarding the late agreement made between the train-men and Mr. Holcomb, or are construing it to suit themselves and to the disadvantage of the employes. Train-men on the U. P. have suffered long and grievously under just such abuses as this at the hands of minor officers and the limit of their patience has about been reached. If it becomes necessary for a committee to meet Mr. Holcomb again, some of these petty tyrants will, in our opinion, join Mr. Russell in losing either their power or positions.

Train No. 48 on the C. B. & N. made the run from La Crosse to Savanna in three hours and forty-two minutes on the fourteenth ult. The train made nine stops, taking water twice and lost twelve minutes waiting for orders, leaving the actual running time, probably less than three hours; distance 154 miles. The train was in charge of E. J. Pollard with engine 4 and engineer Jas. O'Brien. The boys report a good business on this line and say that it took twenty-six coaches to provide room for the educators—those who went over that line to attend the educational institute.

We have a great number of letters, many of them with the sentence, "you can publish this if you wish," heartily endorsing the course of THE CONDUCTOR, and to date but three disapproving of or questioning it in any way, one of the latter is the letter from Brother Archer in this issue. We have published but few that were "on our side" for the reason that it has always been the policy of THE CONDUCTOR to be modest and not to publish anything in praise of itself. We are however, always ready to publish any criticisms and would publish all received if we had the necessary permission of the writers.

A correspondent says that "Gus" Holdridge who is a minor official of the United States Express Company, attended the meetings of the "independents" by the express direction of the president. We are inclined to doubt this very much, as we believe Mr. Platt to be a reasonably smart, shrewd man, and while, judging from the treatment of its employes by the U. S. X. Co., we believe Mr. Platt would not hesitate to take any action that would enable the company to make another "cut," we believe him entirely too shrewd to take any notice of the "independents" in any way.

"Man never is, but always to be, blessed," and "even a bed of roses" has its "crumpled leaves." It is rumored that all is not serene with the "3co", and that a cloud considerably bigger "than a man's hand", has already arisen on their horizon. There be those, so it is said, who object to Calvin Selah coming to the front and carrying off the place of honor (?) in the "independent" association after others have borne the heat and burden of the day in preparing for the organization. Ostrander, who, at Springfield was selected as the man for the first place, is thrown a sop in the shape of a place on the insurance committee, while superintendent Nash gets the place that Bro. Beals was to have. Superintendent Griffiths is chairman of the executive committee, and "under the grass," Hermance, is chaplain.

The case of Bro. Marshall Lafferty against the O. & M. R'y is still pending and will probably be tried at the next term of court. Bro. Lafferty's expenses in defending himself from the charges made against him and in prosecuting this suit have been heavy, and any member who will send to him for one of the copies of the arguments of his counsel in the former trial, will never regret the investment of the fifty cents and will beside, be aiding a worthy Brother in a struggle against a powerful corporation. His address is 1209 Government street, Evansville, Ind.

It is a fact admitted by the warmest supporters of general federation, so far as we are informed, that any general federation that does not include all organizations of trainmen, cannot be a complete success, and in the cases cited by its supporters, the Supreme Council has only won its victories by a "system federation" between the Supreme Council and the employes outside of it, including the engineers, and they admit this without hesitation themselves. That the plan of system federation has been a success wherever tried cannot be controverted, and it has been successful without calling to its aid the Supreme Council.

Once in a while, there occurs a typographical error that nearly drives ye editor crazy and makes him want to utterly annihilate from the face of the earth, the compositor, proof-reader and the fellow who points out the error. Again, occasionally there occurs such an error that is so manifestly a statement of fact, that it seems as though ordered by "the fates." Of the former class was the error that made "dirty socks" of "curly locks" in a tender little lay by a poetical writer to his innamorata. An error occurred in the last number of THE CONDUCTOR by the omission of the period and space between the initials of Mr. Ostrander's name.

We are in receipt of a communication written from Boston, Mass., and signed "B. R. C."; the writer does not give his name and as a general rule, we pay no attention to anonymous communications; this letter however, contains some information that is of interest and which is corroborated by others and by circumstances which entitle it to consideration. We would be glad to reply personally, and hope that if this shall meet the eye of the author, he will send us his name and address. He may feel sure of courteous treatment, as may any honorable man, no matter what he is a member of, and the name will be confidential if wished.

The B. of L. E. Journal for July, says: "The first ballot received at this office as to federation was in favor of the same, but from that day, when several other reports were received, until the present writing, the reports are, by a large majority, opposed to federation. * * From the reports that continue to be received, we judge the members of the B. of L. E. are not desirous of adopting the present mode of federation." If the B. of L. E. decide not to become a member of the general council, it may possibly cause a reorganization of the present federation.

"Frank S. Butler leaves to-night for Atlanta, Ga., where he will make his home in the future. He returns to his former occupation of railroading, but will engage in a department that will enable him to make use of his rare qualifications as a real estate man."

The above from the *Sioux City Journal* is news to us, and this seemingly sudden change of base on Frank's part, causes us to infer that he has good prospects before him. We hope so, at least, and we commend him to the Brothers of 180. Look out though, Frank, Latimer and several other members there are typical southern democrats and they are likely to shoot such a radical republican as you are, on sight.

To Bro. Stafford's mild criticism, we would say, that if it was merely a question of information to members of the Order, there would be no occasion whatever to say a word in regard to C. S. Wheaton in THE CONDUCTOR; members generally are well enough informed to make it unnecessary for anything to be said to them. If not, the 250 delegates who were at Rochester can give them the necessary information; but we owe it to ourselves to protect ourselves with the public from the falsehoods and slanders that are being spread in regard to us. We owe to the conductors who are as yet members of no organization to give them, so far as we may, information that will prevent them from being led astray. Bro. Stafford defines the position of the "66" exactly, but one thing has apparently been overlooked by all; the "66" votes did not represent 66 Divisions of the Order by any means; 13 of this 66 were either officers or permanent members so that but 53 Divisions were represented.

It is said that a communication from Mr. Howard of the B. of R. C. to the Grand Division of the Order, was sent by Mr. Wheaton. No such communication was presented to the Grand Division, and if it is true that any message was suppressed, THE CONDUCTOR wishes to disclaim all responsibility on the part of the Grand Division for

failure to acknowledge it, as they were in ignorance in regard to it. No matter what Mr. Wheaton's opinion of the B. of R. C. or its Grand Chief Conductor, he had no right, legal or moral, to suppress a communication sent by him and intended for the Grand Division or the Order. Members of the Order and of the Grand Division are not lacking in common civility, and will not treat any communication with discourtesy. Should the "independents" address a communication to the next Grand Division, we guarantee them a civil acknowledgement at least, and if sent by the present Grand Chief Conductor, we guarantee that it will be delivered. If Mr. Wheaton did not wish to deliver a message, he should have so notified Mr. Howard at the time it was given him.

We are in receipt of a communication from M. Severance, on the "Sunday" question; as this question, which was originally as to whether or not trains should be prohibited from running on Sunday, has been changed entirely by the correspondents, first to a question as to what day of the week is Sabbath, and finally in this last communication, to a matter of personal abuse, we use the editorial prerogative and shut off the discussion. We welcome a fair discussion of Sunday trains, and will be glad to give all such communications space, but will not permit THE CONDUCTOR to be made the medium for personal quarrels arising from any discussion. In the opinion of THE CONDUCTOR, there should be no question as to Sunday trains; there should be no Sunday trains that can be abolished; at the same time, we believe the train that is run on Sunday to get a train crew home rather than have them spend an idle day away from home is a benefit, from a moral, christian, or pecuniary point of view. THE CONDUCTOR is opposed to legislation against Sunday trains, for the reason that it gives railway officers who feel so disposed, too much opportunity to persecute the employes by keeping them away from home, as has been amply demonstrated where such laws are in force.

It has been loudly proclaimed that every one of the 101 former members of the Order at New Haven were in favor of leaving the Order and endorsed the secession project, and that among the entire number, there was not a single dissenting voice. Now comes a personal letter from a member who says, "I met Bro. — of Div. 201, and he says that the majority of that Division are in favor of the O. R. C. as it stands." The Bro. who writes us, is reliable and what he says can be depended upon, and the question arises, did the former member of 201 express the truth in regard

to the situation in New Haven, and if he did, how much pressure was brought to bear by the "five superintendents" to bring about the existing state of affairs there? The writer of the letter suggests that some officer should look after them. It is utterly impossible for any officer of the Order to hunt up individual persons who might prefer to remain in the Order, but find it expedient to conceal their preference, and apparently acquiesce with the majority, or as has been shown in some cases, with the minority, but if any such members will write to this office, they will be advised as to procedure, and any former member of either 24, 168 or 201, who wishes to retain his membership in the Order, can do so by writing to this office within the time prescribed by our law.

Owing to the declination of some of the railways to grant the slight courtesy of transportation to employes, the meeting at Logansport was not so largely attended as the committee expected, but in every other point, it was a success and to the full, fulfilled the anticipations of all in the way of removing misunderstanding, and creating a more friendly feeling than has heretofore existed. The principal discussion was general versus system federation; as a majority of those present were members of organizations which are already members of the Supreme Council, it is likely that a vote, had one been taken, would have shown a majority in its favor. We remain unconvinced to the general federation idea, and believe that where members of the Order find it best for them to form any alliance, that they will find that an agreement covering the line or system on which they are employed, will be found the most satisfactory in every way; such an agreement has already been made on several lines, and the matter is now pending on others. A mistaken idea in regard to system alliances, is that held by some, that it involves a number of committees; it does nothing of the kind, and if the agreements already made and those under consideration are carried out, it will be found that one small committee is all that is needed or provided for, and that there is no unwieldy body to consume time in discussion and differences of opinion.

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The Story of Damon and Pythias, a souvenir to the Knights of Pythias on the occasion of their late meeting in Milwaukee gotten up and presented by the Pabst Brewing Company, has been received and while Pythian Knighthood is a sealed book to us, the souvenir is something that will find a place of honor in our library and certainly must be a pleasant reminder to every member of that order, of the story of friendship and honor upon which their organization is founded. It is beautifully illustrated by half-tone engravings, and while we are not authorized to say so, we presume any of our readers who are knights, can obtain a copy by addressing the Pabst Brewing Company, Milwaukee, Wis.



Carrier—Passenger on Freight Train—Injury. One who takes passage on a freight train rather than wait a few hours for a passenger train and is injured by a jolt caused by coupling cars, cannot recover, when the jolt was not caused by the negligence of the company's servants, but was usual and necessary in coupling the cars.

Crine vs. East Tennessee, V. & G. R'y Co., Ga. S. C., May 12, 1890.

Injury to Passenger—Receiver—Judgment. 1. Action for personal injury resulting to plaintiff while a passenger of a railway company operated by a receiver. It appeared from the evidence that after the brakeman had announced the name of a station at which a railroad train had been accustomed to stop, the train stopped at the station platform, but started up again almost immediately, and ran 50 yards further, where it stopped long enough to allow the passengers to alight.

Held, that the passengers bound for that station had a right to presume that they were to alight at the first stop, and that for any injury received, while attempting to do so, by reason of the insufficient length of the stop, the carrier was liable,

2. The fact that the defendant was, as a receiver, operating the train in which the accident occurred, will be presumed; but judgment should not be entered against the receiver personally.

McNulta Receiver, Wabash Ry. Co., vs. Eusch Ills. S. C. May 29th, 1890.

Carrier—Injury to Passenger—Evidence—Error. In an action by a passenger for personal injuries, where the evidence shows that plaintiff started into another car to get water while the train was moving slowly, but stopped a minute on the platform to talk with a friend, and, just as he was passing on, the coupling pin broke, and the cars parted, throwing him off, whereby he suffered injury. The trial court directed a non-suit on the ground that plaintiff disregarded all rules and warning and was not in the exercise of due care by tarrying on the platform.

Plaintiff appealed.

Held, That where the immediate cause of a passenger's injury may be attributed to the breaking of a coupling-pin, and where the evidence tended to show that the pin used was light and unsuitable for heavy work, it was error for the trial court to award a non-suit. The cause should have been submitted to the jury

Judgment reversed.

Cotchett vs. Savannah & T. R'y Co., Ga. S. C. May 17, 1890.

NOTE:—This cause is reversed for error, and remanded for a new trial, with instructions to submit the case to a jury.

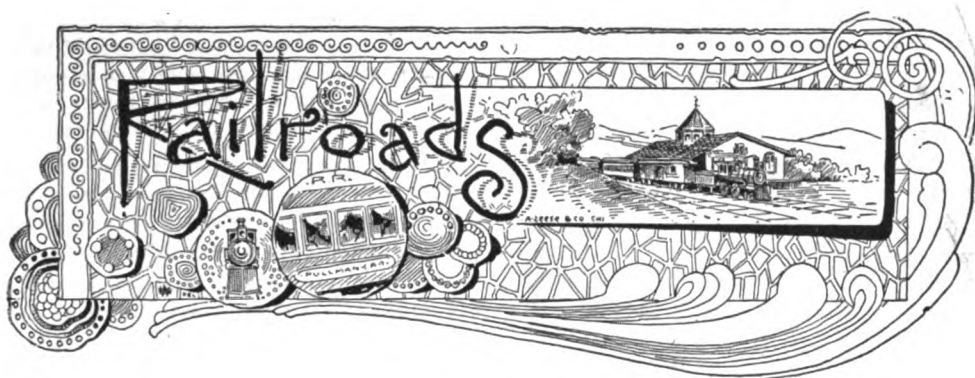
Carrier—Connecting Lines—Limiting Liability—Loss of Baggage.

1. Where a ticket is sold by a railroad company for a continuous passage over its own line, and thence over the lines of other companies, to the destination, the initial company may, by stipulation in the contract of carriage, limit its liability for injury to baggage to such injury as may occur on its own line.

2. In a joint action against three railroad companies, operating connecting lines to recover for baggage lost at some unknown point on their lines, the evidence showed that plaintiff purchased for a single fare from another company, a common agent of defendants a through ticket over its own and defendant's lines, with coupons attached, on each of which were the initials of all the defendants; that when plaintiff reached the end of the line of the initial company, which had expressly limited its liability to such injuries as might occur to plaintiff's baggage while on its own line, she received from the next company a through check for her baggage over all of defendant's lines, and was charged for extra weight; that the baggage was carried through to the end of the journey on the same train with plaintiff.

Held, That the evidence was sufficient to authorize a finding that defendants jointly undertook to carry the baggage safely through to the end of the journey.

Peterson vs. Chicago R. I. R'y Co., Iowa S. C. May 15, 1890.



SANTA FE AGREEMENT.

Schedule of pay and rules adopted and agreed upon between the officials of the A. T. & S. F. R'y, and committee representing *all* the train men in their employ.

**ATCHISON, TOPEKA & SANTA FE RAIL-
ROAD COMPANY.**

GENERAL SUPERINTENDENT'S OFFICE.

TOPEKA, Kansas, August 1st, 1890.

1. The following schedule of pay and regulations will govern train men in the territory under my jurisdiction on and after this date:

Passenger Service.

2. On regular assigned runs exceeding 4000 miles per calendar month:

Division.	Conductors.	Brakemen.
Eastern,	\$125.00	\$60.00
Middle,	125.00	60.00
So. Kans.	125.00	60.00
Southern,	125.00	60.00
Western,	125.00	60.00
		Dodge City to Pueblo.
		65.00 Pueblo to Denver.
N. Mexico,	130.00	65.00 La Junta to Las Vegas.
		70.00 Las Vegas to Wallace.
R. Grande,	130.00	70.00

On regular assigned runs less than 4000 miles per calendar month:

Div.	Conductors.	Brakemen.
Eastern,	\$100.00	\$55.00
Middle,	100.00	55.00
So. Kans,	100.00	55.00
Southern,	100.00	55.00
Western,	100.00	55.00
"	100.00	55.00
		Dodge to Pueblo.
		60.00 Pueblo to Denver.
N. Mexico,	105.00	60.00 La Junta to Las Vegas.
"	105.00	65.00 Las Vegas to Wallace.
R. Grande,	105.00	65.00 Wallace to Silver City and El Paso.

Freight Service.

3. On regular assigned (or irregular) runs:

LOCAL AND MIXED.

Division.	Conductors.	Brakemen.
Eastern,	\$90.00	\$60.00
Middle,	90.00	60.00
Southern Kansas,	90.00	60.00
Southern,	90.00	60.00
Western,		

"
New Mexico,
"
Rio Grande,

IRREGULAR.

Division.	Conductors.	Brakemen.
	Per mile.	Per mile
Eastern,	3cts.	2cts.
Middle,	3	2
So. Kans.,	3	2
Southern,	3	2
Western,	3	2
"	3 1/2	2 1/2
		Dodge to Pueblo.
N. Mexico,	3 3-10	2 3-10
"	3	2 3-10
"	3 1/2	2 1/2
		Pueblo to Denver.
"	3 1/2	2 1/2
		La Junta to Raton.
"	3 1/2	2 1/2
		Raton to Las Vegas.
"	3 1/2	2 1/2
		Las Vegas to Wallace.
Rio Grande,	3 1/2	2 1/2
		Wallace to Deming and El Paso.

Work Train Service.

Division.	Conductors.	Brakemen.
Eastern,	\$90.00	\$60.00
Middle,	90.00	60.00
So. Kans.	90.00	60.00
Southern,	90.00	60.00
Western,	90.00	60.00
"	95.00	65.00
		Dodge to Pueblo.
"	95.00	65.00
		Pueblo to Denver.
N. Mexico	100.00	65.00
"		between La Junta and Las Vegas.
"		70.00 between Las Vegas and Albuquerque.
R. Grande,	100.00	70.00

Twenty-six or twenty-seven days per calendar month will constitute a month's work in local and mixed freight, or work train service.

Twelve hours or less to constitute a day's work. When conductors act as Foreman, twenty dollars extra per month to be paid.

Branch Lines.

On scheduled runs local or mixed trains per calendar month.

Branch.	Conductors.	Brakemen.
Howard Branch,	\$100.00	\$65.00
L. N. & S. Run,	100.00	65.00
M. A. & B. Run,	100.00	65.00
Strong City Exten.,—		
C. K. & W.	100.00	65.00
Hutchison Exten.,—		
C. K. & W.	100.00	65.00
Starkville Run,	100.00	70.00
Blossburg Run,	100.00	70.00
Magdalena Run,	105.00	70.00
Carthage Run,	105.00	70.00
Lake Valley Run,	105.00	70.00

4. On all freight runs of less than 100 miles requiring more than 10 hours to make the run, over-time will be paid if the hours used on the trip exceed 12 hours, in which case all over-time exceeding 10 hours will be paid, 30 cents per hour for conductors, and 20 cents per hour for brakemen.

On all freight runs exceeding 100 miles train men will be paid over-time for all time used to complete the trip in excess of an average speed of 10 miles per hour at the above rates.

5. Train men required to remain on duty over thirty minutes with their train after arriving at a main line terminal station shall be paid at the rate of 10 miles per hour.

6. In computing over-time no fraction of an hour less than 30 minutes will be counted. Any fraction of an hour over 30 minutes will be counted one hour.

7. Any conductor or brakeman running less than 100 miles in 24 hours on freight or extra passenger service or special trains will be paid the same as if 100 miles had been run; and in addition for any over-time earned under Article 4.

8. Pilots on Raton Mountain and other helper service will receive \$70.00 per calendar month. 12 hours constituting a day's work; over-time at 25 cents per hour after 12 hours.

Other pilots to receive conductors' pay according to the division on which they are employed.

9. Turn-arounds in stock service will be paid under Section 4 and 7.

10. Short turn-arounds made within 24 hours where mileage is less than 100 miles will be allowed 100 miles, and where more than 100 miles is made actual mileage will govern, except as provided under Article 9.

11. Freight or passenger crews making extra trips, in addition to their regular assigned runs, will be allowed extra time upon the basis of pay allowed other crews in similar service.

12. Crews dead-heading under orders will be paid one-half their regular rates.

13. Crews not assigned to regular runs will be run first in first out.

In ordering crews, the first crew will run the train, the next crew dead-heading when dead-head service is required, the dead-head crew being ahead of the crew with whom they dead-head on reaching the terminal of that run.

14. When crews run over more than one division the assignment of crews to the through runs will be made, as near as practicable, on the basis of mileage of each division.

15. Where crews are compelled to double hills as a regular service, such crews will be allowed the extra mileage made; for example, if a hill is 5 miles long, an allowance of 10 miles, in addition to the length of the division, will be allowed.

Mileage for doubling hills under any other circumstances will not be allowed, except at the discretion of the division superintendent.

16. Main line freight train men will be called at division or terminal stations by train caller, who will be provided with a book in which the men called shall enter their names, together with the time they are called. The district within which train men will be called will be established by the division superintendent, but shall not, in any case, exceed three-quarters of a mile from the calling office.

The working time of all train men will commence within one hour after they have signed caller's book.

17. When train men are called and for any reason, other than their own acts, do not go out, if held on duty less than 6 hours, they will be paid one-half day and stand first out. If held more than 6 hours, they will be paid one day and go behind other crews at that point.

18. Train men attending court at the request of an official of the company will be paid the same rate he would have been entitled to had he remained on his run, and, if away from his home station, in addition thereto his legitimate expenses.

19. When a change of divisions or train runs require train men to change their place of residence, they will be furnished free transportation for their families and household goods to their new place of residence.

20. Train men will be notified when time is not allowed as per trip report.

21. The assignment of brakemen will be made in accordance with the judgment of the division superintendent, subject to the provision of Article 23.

21. Conductors and brakemen will not be dismissed or suspended from the company's service without just cause.

In case of suspension or dismissal, if any employe thinks his sentence unjust, he shall have the right within 10 days to refer his case by written statement to the division superintendent. Within 10 days of the receipt of this notice his case shall have a thorough investigation by the proper officers of the railroad company, at which he may be present if he so desires, and also be represented by any disinterested employe of his grade. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal to the general superintendent and to the general manager.

In case suspension or dismissal is found to be unjust, he shall be reinstated and paid for all time lost.

23. All employes will be regarded as in line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility, and term of service. Superintendents are keeping a record of the employes on their respective divisions, in which is entered their merits, demerits, and term of service. Upon such record promotions will be based.

Reductions in forces will be made at the discretion of the division superintendent in the order of promotions

Every employe should understand that it is his privilege and duty to make written appeals to his division superintendent whenever by promotions, reductions or assignments, he deems an injustice has been done him.

Any employe will be dismissed without hearing, in case of intoxication, in ubordination, and collisions.

Nothing in this article shall be construed as preventing the company from employing experienced men when the good of the service requires it.

24. Any employe believing himself to be improperly treated under these rules and regulations

shall have the right of appeal to the general superintendent and general manager.

25. All schedules, rules and regulations in conflict with these now adopted are void.

No change will be made from these schedules and rules without reasonable notice.

Paragraph ten has been changed somewhat providing that 100 miles shall be allowed turn arounds made in a calendar day, and that if a portion of two calendar days are used, 200 miles shall be allowed.

AN IMPORTANT CORRECTION.

On page 548 of this number is a statement that president McLeod of the P. & R. had withdrawn the order issued by Whiskerandos Bonzano, to members of the Order employed on that road that they must withdraw from the Order or leave the service of the company, and that neither members of the Order or of the B. of R. T. would be disturbed. This statement was made from the partial report of a committee that had interviewed Mr. McLeod, and from the statement made in Philadelphia papers that it had been withdrawn. It now appears that this announcement was either premature or else Mr. McLeod has changed his mind again, under the influence of Whiskerandos, as July 21st, Bro. Hedley of 229 was dismissed from the service of the company for refusing to withdraw, and the dismissal was on an order direct from McLeod, to superintendent Cable. Several other members of the Order have preferred to sever their connection with this disreputable company, rather than to submit longer to their imperious and tyrannical dictation. THE CONDUCTOR is sorry to be obliged to announce that its estimate of Mr. McLeod was incorrect, and will hereafter give him a taste of that criticism from which he is said to shrink. We are also advised that the original order was by direction of McLeod, and that it did not originate with Whiskerandos. It is also said that no regular order has ever been issued or posted, and that some employes, for that reason, are inclined to think that the whole matter is imaginary. It is true that no written order has been issued, and that nothing of the kind can be found on any bulletin board of the company. A reason for this is given by an officer of the company who said, referring particularly to the "whiskers" order, "We have had enough of written orders for the public press to get hold of—and this one will not be put in writing but it will be enforced all the same."

McLeod is claimed as a warm personal friend by C. S. Wheaton, and a personal letter says that "he (C. S. W.) has been circulating around this vicinity considerably lately, but without any effect that can be seen." Whether this "circulation" had any effect in Mr. McLeod's final determination or not we do not know. McLeod, Whiskerandos and Wheaton make an excellent "three of a kind."

Bro. Hedley has been provided with a better situation than he left, and other members who lose their positions will be provided for as rapidly as possible. Members generally are requested to aid us in arranging for them as much as they can.



HALL OF JOHNSON DIV. No. 67, ORDER OF
RAILWAY CONDUCTORS.
WATERLOO, IOWA, July 13th, 1890. }

WHEREAS, It has pleased Almighty God in His infinite wisdom to remove from our midst our worthy Brother, Edwin W. Sornborger; therefore, be it

Resolved, That we most deeply deplore the loss sustained by us and our Brother's family, yet we bow with resignation to the will of Him who doeth all things for the best.

Resolved, That we offer to our Brother's family our sincere and heartfelt sympathy, in this their sad bereavement.

Resolved, That our charter be draped for a period of thirty days. That these resolutions be spread on the minutes of the Division records, and a copy be forwarded to the family, and one sent to THE RAILWAY CONDUCTOR and to the city papers for publication.

G. O. MILLER,
J. D. HAYES,
W. W. ANDRUSS, } Committee.

COLUMBUS, Ohio, July 13, 1890.

At a stated meeting, July 13, 1890, of Hollingsworth Division, No. 100, O. of R. C., the following resolutions were passed:

WHEREAS, The Supreme Ruler of the Universe, having removed from us our esteemed Brother, Andrew J. Dunn, who was instantly killed on the B. & M. division of the L. & N. R'y near Birmingham, Ala., June 27, 1890, while in the discharge of his duties;

Resolved, That in submission of the Great Creator, we humbly bow and we are conscious of our great loss;

Resolved, That in his untimely death we have lost a true friend and a courteous Brother, and his young wife a loving husband;

Resolved, That this division extend our heartfelt sympathy to his stricken wife, and also to the officers and members of Div. 186 for their courteous and immediate assistance to the bereaved wife;

Resolved, That these resolutions be placed on

the records of this division, and a copy thereof be presented to the bereaved widow and one to the officers and members of Div. No. 186; also a copy to be sent to THE CONDUCTOR for publication.

Yours truly in P. F.,

GARRETT FOX,
H. P. FELTROW, } Committee.
G. S. SHIPLEY,

WATERLOO, IOWA, July 13th, 1890.

Editor Railway Conductor.

DEAR SIR AND BROTHER:—For the third time in seven months death has entered our Division. This time we are called upon to chronicle the sad death of Brother E. W. Sornborger, who was struck by an over-head bridge about one-half mile east of Epworth, Iowa, on the line of the Illinois Central Railway, and instantly killed. The body did not roll off the car but lay perfectly still until assistance came. Brother Sornborger was running No. 13, Sunday, June 29th, and was over near head end of train coming into Epworth station; he was on his way back to the caboose when he met his death, at about 5:00 P. M. He knew the bridge was there, but for some unaccountable reason forgot where he was.

Brother Sornborger was buried at Waverly, Iowa, Tuesday, July 1st. The funeral was conducted by Howland Lodge, No. 274, A. O. U. W., of which he was an honored member. The pall bearers were selected from Johnson Division, No. 67, O. of R. C. Deceased was a member of the Order of Railway Conductors, of the Ancient Order of United Workmen and of the Iowa Legion of Honor. Members of the local Divisions of each followed the remains to the grave in a body, besides a large number of the friends and acquaintances. Members of the local Divisions of the A. O. U. W. and I. L. of H., of Waverly, met us at the depot and conducted us to the cemetery.

Our Superintendent kindly furnished us a special train to carry the remains, together with the sorrowing relatives and friends from Waterloo to Waverly. Brother Sornborger will be sadly missed by all who ever became well acquainted

with him. No better father or husband ever lived than he, and to the grief-stricken widow and two little children we extend our heartfelt sympathy in this their hour of trouble, and can only say, look to God who does all things for the best.

Truly yours in P. F.

G. O. MILLER.

TERRE HAUTE, July 20th, 1890.

Editor Railway Conductor:

At a regular meeting of Terre Haute Div. 92 the following resolutions were passed:

WHEREAS, Our Heavenly Father in His infinite wisdom has summoned from our ranks our esteemed Friend and Brother Joseph M. Stolle; be it

Resolved, That we convey to the family of our deceased Brother a sense of our bereavement. While yet in the morning of life and height of his usefulness, he has departed, leaving in the minds and hearts of the members of Div. 92 a shining reflection of his character as a man and a zealous member of our Order. From our memory time cannot efface the many noble, endearing traits that bound him to us.

To his family we offer our sincerest sympathy and mingle our sorrow with theirs in this hour of their deep affliction.

Resolved, That in memory of our departed Brother we drape our charter for a period of thirty days. That these resolutions be incorporated in the minutes of the Division and a copy be transmitted to the family of our lamented Brother. Also a copy be sent to the editor of THE CONDUCTOR for publication in that journal.

C. H. ARTHUR,
S. D. PROUTY,
J. W. CASKEY. } Committee.

DANVILLE, Ill., May 25, 1890.

WHEREAS, God the Supreme Ruler of the Universe, having seen fit to remove from our midst our esteemed Brother and dear friend, J. J. Woodward;

Resolved, That in his death we have lost a true and worthy Brother, and his family an upright and loving husband and father;

Resolved, That we extend to the family of our deceased Brother, our profoundest sympathy in this thier great affliction;

Resolved, That these resolutions be placed on the records of this division, a copy presented to the family of the deceased, and that they be published in THE RAILWAY CONDUCTOR.

JNO. F. SCOTT,
G. WERREN,
OTTO SMITH, } Committee.

TACOMA, May 7th, 1890.

WHEREAS, It has pleased the Grand Chier Conductor of the Universe to remove from our midst our beloved friend and Brother, J. H. D. Bryans, who was injured at Tenino on April 15th, while in the faithful discharge of his duty;

WHEREAS, While we humbly bow to the will of Almighty God, we do not the less mourn the loss of our Brother, who has been so suddenly taken from us.

Resolved, That by the death of Brother Bryan's, Division No. 186, has lost a worthy member, the company an efficient employe and his family are deprived of a kind and indulgent father, whose vacant seat in Division No. 186, will ever remind us, that "In the midst of life we are in death."

Resolved, That while our sympathy cannot mitigate the sorrow, of which time alone can heal, yet realizing fully the loss that the Division has sustained in the death of our Brother, we wish, nevertheless, to extend to the children of our deceased Brother, our heartfelt sympathy in their great affliction, remembering, that He who tempers the wind to the shorn lamb, will never forsake them, but love and care for them to the end.

Resolved, That Mt. Tacoma Division No. 209, give thier unboudned thanks to the Rev. Banks, who officiated at the funeral, for the kind and appropriate sermon.

Resolved, That the thanks of this Division be tendered to Mr. A. S. Horner, our worthy superintendent, for the kind assistance rendered us, in the efforts to reach Tacoma for medical aid.

Resolved, That a copy of these resolutions be sent to the family of our late Brother Bryans, one to Rev. Banks, one to Mr. A. L. Hoover, and that they be published in THE RAILWAY CONDUCTOR, and in the daily papers.

W. H. MIXER,
SAM'L STEWART,
G. M. KEMBLER, } Committee.

HALL OF INTERNATIONAL DIV. NO. 48, O. R. C. }
DETROIT, July 7, 1890. }

At the regular meeting of International Division No. 48, July 1st, the Division was informed of the death of the wife of Brother James O'Donahue, and the following resolutions adopted:

Resolved, That International Division No. 48, tender to Brother James O'Donahue its sincere sympathy in his affliction.

Resolved, That a copy of these resolutions be presented to Brother O'Donahue, and that they be spread on the minutes of the meeting and a copy sent to THE RAILWAY CONDUCTOR for publication.

Committee,
F. C. SMITH,
C. A. SPERRY,
W. H. MCALISTER.



The *Cosmopolitan* offers in its architects competitions, a prize of \$200 each for the best plan for public baths, public laundries and tenement house co-operative kitchen; the necessary specifications can be procured by addressing the *Cosmopolitan*, Madison Square, New York. The successful designs will be published in the magazine.

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We are in receipt of the Lomb prize essay on Practical, Sanitary and Economic Cooking for which Mr. Henry Lomb, of Rochester, N. Y., paid the first prize of \$500. It is a small volume of 180 pages, but in our humble opinion, though we are not a culinary professor, is of more value in the kitchen than all of the numerous and voluminous cook books that are in existence. Mrs. Ellen H. Richards, Instructor in Sanitary Chemistry, Massachusetts Institute of Technology says of it:

"It is not often that we find so much real knowledge, or the result of so much study condensed into one little volume of 175 pages. It is a truly fortunate circumstance that an American mother and housekeeper should have the great opportunity, and with the opportunity the desire and ability to weave the scientific knowledge of the laboratory into the daily food of the family. The great value of the little book lies in the clear statement of certain principles which lie at the foundation of all food preparation; so that if the particular recipe is not valuable for the housewife she may by a little study learn how to adapt what she has to the best advantage."

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At the time of General Fremont's death he was engaged upon the manuscript of a paper for *The Century's* forthcoming series on the California Gold Hunters. It was to be entitled "Finding Paths to California," and was not only to deal with the several exploring expeditions, but to narrate the writer's intimate connection with the events which led to the conquest and occupation of the territory. The work will be promptly continued by Mrs. Fremont. A first draft of the article had been made, and the subject had been so recently and closely discussed by General and Mrs. Fremont that she will have no trouble in

completing the manuscript, for which she had already written an introduction, as well as a supplement describing her life at Monterey in 1844. A fine portrait of General Fremont from a daguerotype of '49 or '50 will appear in the September number of *The Century*, along with portraits of Commodores Sloat and Stockton, "Duke" Gwin, and Governor Burnett, in an article giving account of "How California Came into the Union."

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We are all curious—and it is surprising how curious we are—to know the way other people live, especially well known people. For several months we have been treated to glimpses into "Some Homes Under the Administration," in Washington, in a fine series of beautifully illustrated articles in *Demorest's Family Magazine*. In the August number (just received,) Postmaster General Wanamaker's mansion is thrown open to us, and we are charmed with its beauties. The handsomely executed illustrations give us every detail as accurately as would a personal view, and it is a great pleasure to stroll with the writer and artist through the elegant apartments of the famous picture-gallery, the latter containing some of the rarest works of art in America. This August number should be seen by every body, if for this feature alone; but it contains other features equally interesting, not the least of which is an account of "The Oberammergau Passion-Play," which is not only with a picture of the Bavarian village where the play is now being enacted, but also with many of the tableaux shown in this historical performance. There is also a complete novelette by Queen Elizabeth of Roumania ("Carmen Sylva"), preceded by her portrait and fine illustrations of her summer castle and her boudoir. The other articles and stories are all of the highest order, and beautifully illustrated, forming a Midsummer Number of rare merit, which is enhanced by a sea-shore water-color frontispiece of artistic value. Published by W. JENNINGS DEMOREST, 15 East 14th St., New York.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., AUGUST 15, 1890.

NO. 16.



A RAILROAD ADVENTURE.

"No money! What in thunder'd you get on for? How'd you expect to travel on this road 'thout the stamps? Off with you, and no whining around me! I know my business and you know yours, may be. Any baggage?"

"No baggage," I muttered, dolefully; "but you can take my overcoat. I can get the money at Savannah."

"Dang your old overcoat! What you s'pose I want with your old rags?"

"Rags! Look here, there's not a break in this coat. Good as new."

"Off with you, quick!"

"For heaven's sake."

"Shall I kick you off?"

"I'm a thousand miles from home."

"Dang your home! Off with you, or I'll sling you off."

"Try it, if you dare!"

Whop! thud! biff! biff! lick-to-whack! spat! scuffle-a-bangle! crash! thrash! whollop! and out we went together into a pile of cross-ties. As he clinched me I struck him a heavy blow in the face with my right fist, while with my left hand, I pulled the bell-rope. Toot! toot! said the signal whistle and off went the tra'n.

Do you quite understand what I had done? It's all very plain to me. I had stolen a conductor. Let me be explicit.

To tell you the truth I had just served through the war in the Confederate army, and only twenty-one years old at that. You know there was a conscription law, and when I was eighteen I had to go in. I was assigned to duty in Florida, and when the war ended I found myself suffering from a wound and a thousand miles from home. I stayed in Florida till the winter of '68, when, finding myself well again, and seeing no earthly chance of finding employment in that distracted state which would enable me to lay up money enough to pay my way home on the cars, I set out afoot. Not till I had walked a hundred miles or more did I fully realize the difficulty of my undertaking. In consequence of my wound I had for a long time been in-doors, scarcely taking any exercise at all, and now, although I was well, I was as tender as a woman. My feet swelled so that I had to split my boots all to pieces, and my legs got stiff and sore. I suffered from lack of food, too, at times, for the country through which I passed was thinly settled, with people so poor that they had nothing for me. Finally I reached the railroad, and as it was my direct route to Savannah, where I hoped to find some friends, I followed it. This railroad passes through the outlying marshes and cypress

wastes of the great Oakefenokee swamp, and it was in the most dismal part of that wild barren that a happy idea entered my brain. It was that of stealing a ride. A freight train had just passed me going north, and I knew that in less than an hour a passenger train would follow. My plan was to stand near the track and leap upon the platform of the hindermost car. I did this without accident, and found myself, a moment after, whirling along very comfortably, seated on the platform steps. Ah! it was delicious to feel the cool night breeze fanning my feverish face. Night air? Yes, it was near midnight, and the full moon was shining gloriously. How sweetly I rested. How much pleasanter than walking!

But luck did not favor me. My ride was a short one. I had not been seated more than two minutes when something tapped me on the shoulder, I looked up. "Tickets!" said the man who leant over me.

"Got none," said I.

"Money, then," said he.

"Got none," I replied.

Then followed what is chronicled at the beginning of this sketch. He had reached up and pulled the bell-rope, bringing the train to a stand-still. I did not think of stealing him till the very moment he clenched me to throw me from the platform. Then, all at once the resolve came. As I have said, I struck him with one hand and pulled the bell-rope with the other. We had a short, furious fight on the platform, then rolled off into a pile of cross-ties just as the train in obedience to my signal, rolled away. I do not think the conductor heard the engine whistle or knew the cars had gone, so busy was he trying to lick me. I was too much for him, though I had not tasted food for three days past. I suppose that fever and fury of despair lent me strength, for I got him under me, there on the cross-ties, and thumped him till he bawled for help. By this time the train was roaring but faintly in the distance. I let him up and he gazed around.

"Wh—where's my train?" said he.

"Don't you hear it?" I asked, seating myself on a cross-tie, in an almost breathless state.

"What in thunder! Ding that engineer! What on earth made him leave me? I'll report him to——"

"Oh! don't get too blustery," said I, in-

terrupting him. "I gave the engineer the signal just as you clinched me."

"Did you pull the bell-rope?"

"Yes, sir."

"The nation you did! What for?"

"O! just for fun," I replied, scowling at him out of the corners of my eyes.

"For fun! and how much is it?" he asked.

"Between a quart and a half-a-gallon," I replied.

"Have to walk at least ten miles through this infernal old swamp," he muttered.

"Better two of us than one!"

"But ding it, my train!"

"Just so!" said I.

"They may not miss me for forty miles."

"Nor me."

"Nor you! Ding you! Who are you, anyhow?"

"No matter," said I, "you'd better have let me alone."

"But, ding it, man, I must obey orders. The road-master would have me reported for dismissal if I'd 'a let you off without the money!"

"And now he'll report you for deserting your train."

"No; I'll hurry up to the next station and telegraph my situation."

"By no means," said I.

"Why not?"

"I'll not allow you."

"You won't!"

"That I will not!" said I emphatically, drawing from it's hiding-place underneath my coat-tail, a huge Colt's revolver. The conductor's face turned to just the color of the moonshine.

"Don't kill me," he suggested, "I was only obeying orders, indeed I was, sir."

"Maybe you'd like to pray a little?"

"Pray? Good heavens! You're not in earnest?"

"Oh, if you don't want to pray," said I, cocking my pistol and examining the cap.

He went down on his knees and prayed quite fervently. Just as he finished I heard the train coming back at full speed.

"Ding'd if they ain't backing down! They've missed me!" he cried, springing to his feet.

"They'll never find you," said I.

"Very easy," said he, "I'll wave my hat."

"Not at all," I rejoined.

"Why not?" I'll let you ride to ——"

"I do not care to ride," I interrupted: "let's take a stroll into the swamp."

"What for?" he said trembling.

"Oh, just to avoid being seen," I replied.

"For heaven's sake!" he cried.

"Move ahead!" I said, as I drove him back into the thicket swamp a few hundred yards.

"Now you just open your mouth," I remarked, as the train trundled slowly past with lights hanging on every side, "and I'll put a ball down your throat!"

He kept very quiet, and we could plainly hear the excited voices of the passengers and train-hands as they were borne along at a constantly lessening speed. Finally the train was brought to a stand-still half a mile below. After remaining there awhile it came puffing slowly back, the men running along beside it, beating the woods a few yards in either direction.

Meanwhile I was not idle. I bound the conductor's hands and feet with his suspenders and gaged him with my handkerchief. In this condition I sat him down against the root of a large pine-tree, and throwing my overcoat across my arm, left him there. As soon as I got out of sight of my prisoner, I took off my small coat and turned it. It was a small flannel sack made to be worn either side out. It was black on one side and white on the other. I hastily put a pine-knot in my cap and threw it into a pond near by, and put on a soft hat which I had been carrying in my pocket. This hat was white and very broad-brimmed. I now hastened to the vicinity of the railroad track, and as the train with its excited attendants began to pass I coolly joined the crowd of persons who walked beside the cars.

"Singular what's become of him," I remarked to the man nearest me.

"Tarnation queer, indeed," was the reply.

"He's sloped with the money," said a puffing fat man on my left, "bet my boots on that."

"That's my notion," said I.

Yes, yes," continued the fat man approvingly, "that's it 'xactly. I know a conductor out in Texas to do this very same trick once."

"You did!"

"Yes, sir; and he never has been found."

"Indeed!"

"So, sure's the world, and they said he had a pile of money on hands, too."

"Real sharp villian, wasn't he?"

"Was that, sure!"

"Hist, listen! Who's that?"

"Help! help! help!" roared a voice down in the swamp.

Everybody halted to listen.

"Help! help!"

"It's the conductor's voice," yelled a brakeman, and forthwith everybody rushed into the swamp. In a very little time we had found my man, who had managed to spit out his gag. I helped to untie him.

"How the dickens came you in this fix?" said I in an assumed voice, helping him to his feet.

"Ding if I can tell you; must 'a' been the devil. Great big black fellow sitting on hind platform. Asked him for ticket; said had none. Asked him for money, said he had none either. Stopped the train and went to kick him off. Ding scamp pulled the bell-rope and clutched me like blazes. Took me down in the swamp and tied me. Pistol two feet long. Ding if it 'twasn't!"

Well, after everybody had congratulated the conductor we all went back to the train and got aboard. I took a seat near the hindmost car.

Hoot! hoot! yelled the whistle, and away we sped. I leaned back in my seat and soon fell asleep. Everybody was excited and talking but me. Fact is I was exhausted.

"Ticket, check!"

Someone punched me in the ribs. I sprang wildly to my feet.

"Ho, ho; here, what ails you?" said the conductor laughing.

I rubbed my eyes and sat down.

"Thought that fellow of yours had got me," I muttered, coolly taking off my hat, as if looking for my check.

"Lost," said I; "must have fallen out when that infernal brush dragged my hat off."

The conductor rubbed the knots on his head, made by my fist, and said smiling painfully:

"You fellows must have torn about like one possessed, about one-half of you are minus your checks; but ding if I a'n't monstrous glad you found me! Awful beating that fellow gave me. He'd 'a' killed me if train hadn't 'a' come back just as it did! Bless my life, you ought to have seen his eyes. They had the devil in 'em!"

The conductor passed on. I rode to Savannah, where I found a friend who

furnished me the means to get home. Such is the history of my first, last, and only highway robbery.—*Sioux City Times.*

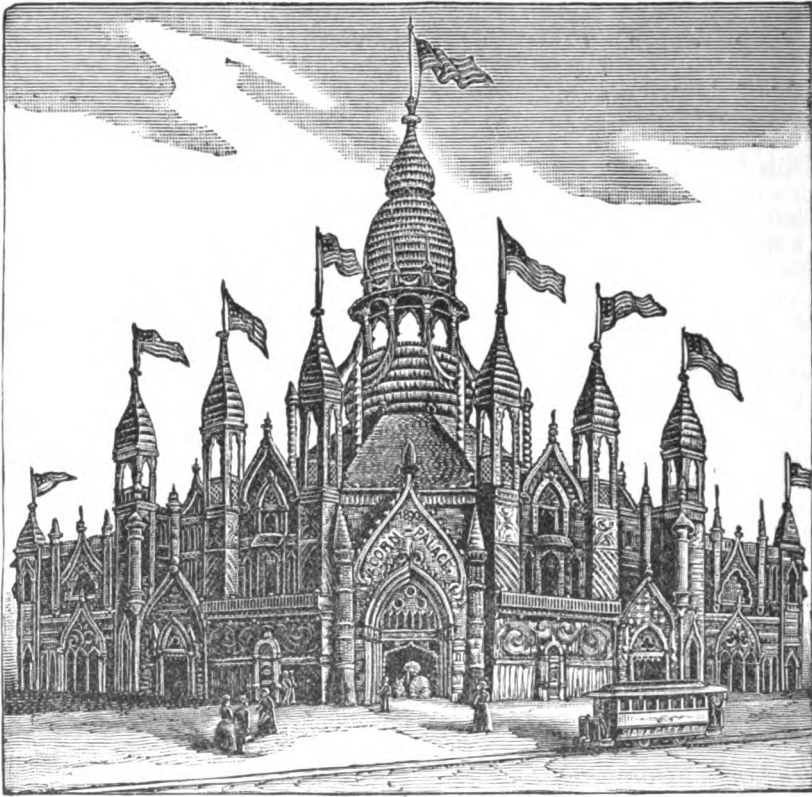
King Corn at Sioux City.

HIS PALACE THIS YEAR GRANDER THAN EVER BEFORE.

More than twice as large as any of its predecessors, different in design and scope from anything ever before conceived, the Corn Palace of 1890 will be not merely a thing of beauty, but it will be a wonder,

the three previous Palaces can claim to have any idea of what this Palace is unless they come here September 25 next to see it, and they will need to stay to the close, October 11, to see it all.

The executive committee got down to business at its session last night, and the magnificent design prepared by Architect Brown was gone over piece by piece, and the plans of the architect were found admirably complete, many original and attractive features having been worked out in the mind of the architect, assisted by



Sioux City Corn Palace.—Opens Sept. 25; closes Oct. 11, 1890.

even to the people of Sioux City. The strongest argument that anyone ever used against the perpetuation of this great festival was the fear that it might grow old, might get monotonous and fail to attract the necessary crowds because there were no people left who hadn't seen it. That was on the theory that all Corn Palaces are alike. But no one has ever seen the like of what the Corn Palace of 1890 is to be. None of the many thousands who have gazed with wondering admiration at the fruits of Sioux City genius as shown in

the practical suggestions of the committee.

To begin with, the Palace of 1890 is to be 264 feet square, or more than twice as large as last year's Palace, which was 120 by 240. It will cover nearly the whole of the block cornering northeast on Pierce and Sixth streets, last year's location. The central building will run up to the imposing height of 172 feet, the upper 100 feet being a dome. This main building will be in the form of an octagon 166 feet across. In the center will be an open space 78 feet across, without a post or

anything to interfere with a view of the whole interior decorations. This space will run up sixty-six feet with an artistically painted sky at the top, studded with stars made of incandescent electric light.

The gallery in this Palace will be clear around the interior of the rotunda, 44 feet high and will be 25 feet wide. Dispensing with the high gallery feature will be good news to nervous people, for it will entirely remove the danger that has been felt before from crowding them. For everybody wanted to get as high as possible. This gallery will give everyone an opportunity to see all there is to be seen, and it will be adorned with various exhibits as well as overlooking all the rest of the Palace. Five wide stairways leading to the gallery will remove all chance for a jam.

East of the main building, opening into it by two gates, will be an auditorium to seat 1,000 to 1,300 people. The band stand will be between this and the rotunda so that the music may be heard by everyone in the Palace, while those who desire can rest and listen to the music undisturbed by tramping feet. A sounding board will be erected above the band stand to throw the sound into the auditorium. This building will be about 40 feet high, and will be built back of the houses now standing on Sixth street. In front of them, covering the whole, will be a wall 40 feet high, giving the whole the appearance of a solid building.

At the north of the main building will be another lower structure running back 100 feet. This building will run around back of the main building to connect with the auditorium, and will be 100 feet deep clear around, roofed and concealed by a battlement the same as on the Sixth street side. All the buildings now on this ground, except the Spaulding house on Pierce street, will be removed and the space used by exhibits of all kinds, and some special features that, as entirely new, will delight and astonish those who have seen all previous corn palaces no less than those who have never seen one. There will be grottoes, beautiful and original ideas worked out in corn and showing the wealth of the great agricultural northwest as well as the ingenuity and artistic taste of her people. One of the wonders in preparation is a miniature Niagara Falls, located so that it will be the first thing to greet the eye of the spectator as he enters the building. Here he will look down to the farthest part of the great structure,

272 feet from the main entrance, with an uninterrupted view 48 feet wide and 44 feet high. The space of one side of the octagon, 48 feet, which is the entrance to the back part of the Palace, will be crossed at the gallery floor by a rustic bridge, from which all parts of the Palace may be seen.

The decorations this year, both interior and exterior, will be projected on a scale grander and more elaborate than ever before. Of course, all these things mean money, and lots of it—more than any previous Palace has cost; but it isn't the Sioux City way to stop to count the cost too carefully when the reputation of the Corn Palace city of the world is to be maintained.

The management has innumerable entertainment features in sight. It will be difficult to crowd them all into the fifteen days.—[Sioux City Journal.]

No Sympathy for Secessionists.

A TALK WITH CONDUCTOR EVERTS ON BROTHERHOOD MATTERS.

Nypano Conductor C. W. Everts returned from Philadelphia yesterday, where he attended a union meeting of the Order of Railway Conductors, and a *Tribune* reporter improved the first opportunity to interview him concerning the object of the meeting and what was accomplished. His reply, given in full, will be of general interest, especially to railroad men.

He said: "The meeting was called for the members of the Order in the State of Pennsylvania, but there were present members from West Virginia, Maryland, New Jersey and Delaware. It was one of the largest and most important meetings of the Order ever held in the State, and was also the most enthusiastic. The object of the meeting was to give the members of our own State an opportunity to advise together regarding the recent action of the retiring Grand Chief Conductor. Some Eastern papers have given glowing accounts of a 'new organization,' which (it was claimed) was fairly established with the ex-Chief at its head and claiming that they had already a number of working divisions—and that there was 'much dissatisfaction among the old members that would (in time) result in a stampede from the old organization to the new one.' In order to ascertain whether there was any foundation for their claims, and advise upon some other matters, we decided to

call this union meeting and get an expression from the members themselves. There were over one hundred members at the meeting, and there was the utmost harmony throughout the whole sessions. The course pursued by the retiring Chief Conductor, since his defeat at Rochester in May, was most severely condemned by all, and when a resolution was offered denouncing the traitorous action of the defeated Chief and his 'chosen few' there was not one dissenting vote; the general expression from all was that the 'ex-Chief and his followers were unworthy of the respect of all true and honorable men.' The whole matter in a nut shell is simply this: The members of the Order of Railway Conductors had become sick and tired of Calvin S. Wheaton for Grand Chief Conductor, and he had held the office so long that he imagined his services were indispensable; the members thought otherwise, and they went to the Grand Division at Rochester in May last and elected Mr. E. E. Clark, of Ogden, Utah, in his place. Since then Mr. Wheaton has been working for the founding of another association, which he styles the 'Independent Order of Railway Conductors.' He has about 150 dissatisfied members who are in sympathy with him, and with their support he expects to accomplish the feat of annihilating the old organization of 16,000 members. His claims for recognition for the new organization are that the Order of Railway Conductors has become a striking organization, because they made a change in the ritual, and that he could not consistently remain a member of the Order, hence his desertion and desire to found a new association upon a strictly non-striking basis. I have this to say for Mr. Wheaton and his followers: If it is true that the change made in the ritual was the cause of his leaving the Order, he ought to have had better sense than to have allowed himself to become a candidate for re-election. The change made in the ritual was made on Wednesday, and the election of officers did not take place until the following Saturday, and three days after the majority of the delegates had decided to change the ritual, we find him posing as a candidate for re-election. We are, therefore, bound to believe that he would have taken the office gladly if he had been elected, notwithstanding his 'conscience' in the matter. During his administration he required always that the

members should yield a cheerful compliance to the will of a 'constituted majority.' This same majority elected him to office three different times. It also changed the ritual, and at last it defeated him for its Chief. Now he refuses to abide by their decision and deserts the Order. I have no words to express my personal contempt for his action, which has been wholly without cause from first to last. If the Order did not desire him for Chief they had a right to elect another man in his stead, but he had no right to play the traitor's part he is attempting to do, and I doubt very much if he meets with any success. So far as my personal knowledge of the membership of the Order goes now, I believe things are in a better condition than ever before. We may lose three or four Divisions of the Order, but those who wish to go with C. S. Wheaton and his followers are a good riddance to us and we are better off without them. Our Divisions are open for admission to all good and true men of our profession, who are worthy and qualified—the country has many such men—and the Order of Railway Conductors possesses advantages that good men will not hesitate to avail themselves of. I have no fears of any encroachments of the new movement whatever. Its mushroom growth cannot give it either age or proportions, while its composition and tenor toward other labor organizations are of too doubtful a character to obtain for it many supporters.

"So far as the change in the principles of the Order are concerned, it is a matter that had been long considered, and had been brought up and voted upon at other Grand Divisions. It had many supporters, but they cheerfully abided the will of the majority and waited; they did not secede or quit the Order, or endeavor to hamper it in any way; they acted the manly and brotherly part. But the time came when they had the majority on their side and the change was made. It looks to me as though the defeated side would have been in small business (to say the least) to have deserted the organization on account of its failure to rule; and I firmly believe that it is for this same reason that the seceders left the organization—in other words, it was 'rule or ruin.' The first they could not do, and the future must determine how successful they are in accomplishing the latter. Serious charges have already been made against

Mr. Wheaton in the public press, and thus far no word of defense has come from him. They are of a nature that no man can treat with silence or contempt, and proof of them was offered as a challenge—but no reply. We are perfectly willing that the public shall judge our acts; but they cannot do so with any justice to the organization with their present knowledge of the facts in the case—facts that reveal a condition of affairs which only pave the way for the traitorous move made by the seceders.— [Meadville (Pa.) Tribune.

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Wheaton in Rebellion.

Official corruption in labor organizations is too serious a matter to be treated lightly, to be ignored by the members or to be excused on the plea that it should not be mentioned within hearing of the public ear. A living example of this truth may be found in the Order of Railway Conductors. For a number of years some of its grand officers have remained silent under a mistaken policy of "preserving harmony," while they knew that others of the grand officers were corrupt schemers willing to sacrifice every principle of honor for the advancement of personal interests. But at last Grand Secretary and Treasurer Daniels has spoken, and spoken well. In an article occupying several pages of the O. R. C. official organ for July 1, Mr. Daniels makes charges against Grand Chief Wheaton so sweeping, so explicit and so damaging, that no sane man would publish them without knowing that he held the proof. Wheaton is referred to as a "leader of secessionists," as having made statements "absolutely false," and the assertion is made that "the indisputable evidence of his rascality" is a matter of record. Reference is made to the "Q" strike, and Wheaton's work in throwing the influence of the Order to help the company while the other grand officers insisted on remaining neutral, is shown up together with Wheaton's effort to shift the responsibility to innocent parties. One of the things charged against Wheaton is that of offering the services of the members in case of a strike. "Who has not heard him indignantly deny it?" asks Mr. Daniels, and then adds, "but proof that he has done so is on file here in his own writing." Numerous instances of treachery and perfidy are cited and dwelt upon in detail.

One very noticeable feature of the arti-

cle is Mr. Daniels' regret that he did not speak out earlier. No less than half a dozen times does he refer to this mistake. He thought it to be the "best for the Order" and adds, "That I was then mistaken, I am free to admit." He speaks again of having "blindly and mistakenly" remained silent, and referring to the position of the executive committee says: "They, like myself, were wrong in the idea of condoning crime with the hope of preventing injury by its exposure." Mr. Daniels concludes by declaring that the only thing he is "heartily ashamed of" is ever having befriended the man and not having "promptly made public his treachery and dishonesty" at the proper time.

There is excellent reason for Mr. Daniels' regret. *He did not warn the members until it was too late.* Mr. Wheaton is now organizing the sorehead element and has actually succeeded in dividing the Order into two separate organizations. Had the truth been told in time Wheaton's influence would have dwindled to so small a force that his efforts at secession would have amounted to nothing. It is to be sincerely regretted that his disreputable efforts are now successful—regretted because the Order has at last passed into the control of representative men of the organization, whose administration will allow it to stand no longer in a false position, misdirected and misunderstood because its chief executive was a bigoted ignoramus and a conscienceless schemer. There can be no doubt that the reputation of the Order has suffered grievously through Wheaton's leadership. So grossly was it misrepresented by its executive that it is a common error to look upon the O. R. C. as the foe of organized railroad labor and to think of its members as standing ready to fill the places of strikers upon any and all occasions. Such an idea is, of course, a delusion, for the organization contains thousands of as true and loyal men as the country can boast; men who were never in sympathy with such contemptible work, and who, upon many occasions, have practically demonstrated their loyalty to labor.

For these reasons it is a real misfortune that Wheaton should be in any degree successful in disrupting an organization that seems to be just now entering upon its new era—its career of true usefulness; for with its new administration and its altered constitution, there seems to be no

possible reason for feeling opposed to it.

The O. R. C. has learned a lesson, bitter and costly. Its officers, who remained silent when they should have spoken because they believed it best to preserve harmony, have lived to see the man they tolerated raise the standard of rebellion against the constitution he has sworn to support, and have learned when too late that any man who is treacherous at heart is liable to develop into a traitor at the first favorable opportunity. They see now, as they did not then, that peace may be purchased at too dear a price; that the idea that such matters must not be discussed publicly is a false one, used as a subterfuge by those who fear the light of day, and that official corruption which is not exposed will gather strength and flourish in the silence. In short, they understand now as they did not then that the matter of speaking out was not one of choice but of duty; that it was simply a question of choosing the lesser of two evils, a question of present exposure or future rupture, and that they should have courageously met the issue, patiently borne the criticism it caused, and relied upon the good sense of the rank and file to finally see the wisdom of such a course.—*Railroad Trainmen's Journal.*

(The Journal will note that the defense is that "Daniels is insane.")

Protection for Unorganized Labor.

Hon. Lee Merriwether, Commissioner of the Bureau of Labor Statistics of the State of Missouri has issued the following circular:

STATE OF MISSOURI, BUREAU
OF LABOR STATISTICS, 108 N. 4th st.,
St. Louis, Mo., May 5, 1890. }

To Officers of Labor Organizations:

Since beginning the work of factory inspection in St. Louis, scarcely a day has passed without my receiving from workingmen, complaints of imposition on the part of employers, tradesmen and others. One case was that of a sewing woman who had bought a machine on time payments. She had paid \$40 on a \$50 machine, but being unable to make the last payment the machine was taken away from her, and the \$40 which she had paid, was retained by the sewing machine company—this in spite of the fact, that under the law she was entitled to reclaim 75 per cent. of the amount she had paid on the

machine. Another case was that of a man whose wages had been reduced, not only without giving thirty days notice in advance, as required by law, but were reduced dating back thirty days previous to the date on which he was informed of the reduction. These, mere instances of hundreds of similar complaints, lead me to believe that a large number of employers do not hesitate to unjustly swindle and withhold from their workingmen small amounts due for wages, trusting to the very smallness of the amount for safety. A merchant who has sold furniture on time payments, when the purchaser is unable to make the last payment, takes possession of the furniture, but seldom or never returns 75 per cent. of the amount received from the purchaser, as under the law he is required to do. He fails to do this because he knows the purchaser is unable to fight the matter in the courts. In the same way the employer who defrauds his employes of \$4 or \$5 does so because he thinks the employe will not be able or willing to go to law for so small an amount. Could a workingman say to his employes, "Although the amount you unjustly withhold is but a few dollars my Protective Union will fight it as a matter of principle no matter what the cost in time and money," the majority of employers and tradesmen would doubtless deter any attempt at imposition.

In several of the more oppressive cases of injustice reported to me during the past few weeks my brother, Mr. R. B. Merriwether, an attorney has at my request undertaken to bring suit for the injured parties without cost. No lawyer, however, can take all the cases that are reported to this bureau without charge, and unless some sort of protective organization is formed, I shall be obliged in the future to tell the workingmen who report cases of injustice and oppression that there is no means of helping them. I suggest the following plan for establishing a workingmen's Protective Union:

Let each labor organization elect a delegate to what may be called a Legal Committee. Workingmen having any grievance will give the facts to the delegate from their Union. This delegate will lay said facts before the Legal Committee, and should a majority of that committee decide that the injustice is one capable of remedy in the courts, they would vote to submit it to the Union's lawyer. In this

way a lithographer, for instance, would report his grievance to the delegate elected by the lithographers, that delegate would submit the facts to the committee, who would turn it over to the lawyer. An injustice practiced upon a carepnter would be reported to the carpenter's delegate, who would lay the facts before the Legal Committee, and so on.

At a low estimate there are 8,000 organized workmen in St. Louis. A per capita assessment of 5 cents a month would bring \$400, which would doubtless be ample to defray the cost of all legal proceedings that might be necessary, but in addition to the 8,000 members of labor Unions, a Protective Union on the plan suggested above could count upon a great many members, who do not belong to any regular labor organization; it would be advisable to permit any workmen, whether belonging to organized labor or not, to receive the benefits of the Protective Union's lawyer, upon the payment of the same monthly assessment as paid by other members of the Protective Union. The only restriction necessary in the case of the members not belonging to regular organized labor would be a provision that he should not be permitted to receive the services of the Protective Union's lawyer within, say, six months after he joined the Union, this to prevent his coming in with the specific purpose of availing himself of the Union's lawyer. It is not probable that any working man could foresee that an imposition would be attempted upon him six months in the future, and therefore if they were prohibited from receiving the services of the Union's lawyer for six months after joining the Union, there would be no danger of persons not belonging to regular organized labor Unions joining the Protective Union for the specific purpose of obtaining the services of the Union's lawyer.

There are thousands of miners throughout the state whose wages are withheld from 20 to 30 days, in violation of law, and who doubtless have other reasons for desiring a lawyer. These miners would undoubtedly join a Protective Union if established upon some plan as above suggested. The law committee composed of one delegate from each body of organized labor could elect a delegate at large to represent all the unorganized workmen who might join the Protective Union.

Should this suggestion meet with your

favorable consideration a good plan to set the ball rolling would be to call a conference committee of the leaders of the different organizations in St. Louis. Let this conference committee draw up the details of the Protective Union and let each member of the committee refer this detailed plan to his organization for a vote of approval or disapproval, such organizations as by their vote approves the scheme will then elect a delegate to the law committee, and the Union will be in operation as soon as the committee makes its first assessment and appoints its attorney.

Please inform me what action, if any, you take in regard to this suggestion:

Very truly yours,

LEE MERIWETHER,
Commissioner.

A Great Order's Founder.

Among the men prominent in the Brotherhood of Locomotive Engineers, who will take part in the reunion which begins at Phoenix Hill Park this afternoon, is Mr. W. D. Robinson, of Washington, Ind., Past Grand Chief and founder of the order. Mr. Robinson is now sixty-four years old, but does not look so by twenty years. He is a rather spare built man, about five feet seven inches in height, has a long gray beard on his chin, and is a pleasing conversationalist. His hair is black, slightly silvered, and he is slightly bald in front. He began service as fireman in 1846, and he became an engineer in 1848. He quit railroading in 1883, because of physical inability to continue, but has retained his connection with the Brotherhood of Locomotive Engineers, being a member of Division No. 39, Seymour, Ind.

Mr. Robinson arrived here yesterday, and is a guest at the Fifth-avenue Hotel. He came as an honored guest, on the official invitation of the six organizations concerned in the reunion—the Brotherhood of Locomotive Engineers, the Order of Railway Conductors, the Brotherhood of Locomotive Firemen, the Brotherhood of Railway Trainmen and the Switchman's Mutual Aid Association. He will deliver an address to-day.

Learning of Mr. Robinson's arrival, and of his distinguished position and services in the order to which he belongs, a reporter from the *Courier-Journal* last evening called on him for something concerning the

foundation and progress of the Order. Mr. Robinson was rather disinclined to talk, but finally responded briefly as follows:

"In 1861 I went to run a locomotive on the Middle Division of the Michigan Central, between Marshall and Michigan City. From the time I entered the service of that road, until 1863, I continued to agitate the subject of organized action on the part of the engineers for purposes of protection and mutual benefit. I found many willing listeners among the engineers on that road. Correspondence ensued with men running engines on the Michigan Southern and Northern Indiana; also with men on the Detroit and Milwaukee. The final outcome was an agreement to meet in Detroit on May 5, 1863. I was a delegate from the Middle Division of the M. C. road to that little meeting, and when I went to Detroit, I took a draft of a constitution and by-laws, which I had prepared, and which was adopted with but little change. It was then proposed that we should have an obligation, which, after some discussion, I was chosen to formulate. I wrote the obligation and proceeded to administer it to a circle of ten to thirteen. This was accomplished on the evening of the 8th of May.

"The title of the organization was the Brotherhood of the Footboard, from the fact that firemen who were known to be capable of running a locomotive attached to a train were admitted to membership. It was agreed, that when five divisions were organized, a delegate should be sent from each division for the purpose of organizing a Grand Division. As soon as August of that year ten divisions were organized, and a call made for each division to send a delegate for the purpose named. The delegates met in Detroit, and on August 17 a constitution and by-laws for a Grand Division were adopted. I was chosen Grand Chief for one year. At the close of my term fifty-four divisions had been organized."

"These divisions were organized by you, were they not?"

"Yes. I was discharged from the Michigan Central as an agitator, and traveled, in my capacity as Grand Chief, and between October, 1863, and August, 1864, had instituted these fifty-four divisions. Yes, my actions in the premises was considered by the railroad companies as hostile to their best interests, and, as a con-

sequence, I was proscribed by many of the roads throughout the northwest, and found it difficult to pursue my purpose, as the Brotherhood was without funds, and I found myself laboring under great disadvantages in consequence.

"The Grand Division met in Indianapolis, in August, 1864, at the close of my term, and Charles Wilson, of Rochester, N. Y., succeeded me as Grand Chief. Since that time I have occupied no official position in the Brotherhood."—Louisville Courier Journal.

The Bearing of Railway Officers Toward Their Subordinates.

We cannot too often and too earnestly impress upon railway companies the importance of employing in those positions embracing the government of employes, officers of intelligence, experience and ability, who are not only gentlemen at heart, but who also possess that other God-given attribute which can never be acquired, but may be improved with experience—the power to govern their fellow men, the brain to command their respect, the heart to win their esteem and the force of character to direct their wills.

It is not always an easy matter for the manager to learn who are his able and just subordinates, and who are not, but greater care, we believe, might be taken in this matter, than is exercised on many roads. There will, of course, be complaints of the very best superintendent or trainmaster, but there are acts every day in the life of the vain, bigoted and small souled tyrant each of which, when clearly shown, should mark him for the official axe. To leave him in his place may any day cost the company vast sums of money. A stinging and unjust reprimand to a train dispatcher who is an abler and better man, a burning curse upon the head of an old and faithful engineer or conductor, a punishment administered or threatened when no punishment is deserved; opinions that subordinates know are false, aired with an assumption of arrogance and superiority, or indeed any one of the hundreds of the exasperating acts common to the small souled, tyrannical official when placed in authority over abler and better men may cause the fire that has been slumbering so long to burst forth.

Chief Wheaton Not Alarmed.

Chief Cal. Wheaton, of the new order of railway conductors, stated last evening that he declined positively to enter into any newspaper controversy over the conduct of the old order during his regime. He said the executive committee were elected, not appointed by him, and there was no chance for collusion. He thinks Daniels is mildly insane. Mr. Wheaton says he paid his own expenses for the past three years, and if anything was wrong before that it would have been shown on the finance report of the order.—Elmira Star.

The writer adds that Mr. Wheaton is president, treasurer and secretary of the new Order, and the members are all employed on one or two roads and confined to two of the New England States. One of these roads, the Reading, refuses to employ organized labor of any kind, and the secessionist order has bound itself to hold no sympathy with the other railroad employes, no matter under what conditions it might be sought. The delegate sending the communication says the old Order is now stronger than ever.

*A Tyrannical Railroad Company.**The "Independents" on the Coast.*

The San Francisco *Chronicle* in its railroad column says:

The *Chronicle* recently published a paragraph stating that a secession of the conductors of certain roads had occurred from the ranks of the Order of Railway Conductors. A conductor who represented San Francisco and Oakland has written an intelligent letter to this paper giving the causes for the secession and pointing out the fact that the retiring members are few in number. He says the Order has been in existence for twenty years with a positive non-strike platform, and now has a membership of nearly 15,000. At the recent Rochester convention this law was modified to the extent that while the Order, as such, is still a non-striking one, the individual divisions are left free to follow locally any course that circumstances may render necessary. So far as the Southern Pacific is concerned there has never been need for any such change, but in other parts of the country the non-strike clause has been used by some roads to the injury of the members. This change and the fact that the former president, Calvin S. Wheaton, was believed to have used the old law to the injury of other organizations and to his personal aggrandizement, notably in the big "Q" strike, was the cause of discontent. Wheaton, after holding the presidency for nine years, was snowed under at the convention, E. E. Clark, of Ogden, U. T., was elected president, and the ex-chief gathering the malcontents to the number of 300 around him seceded.

Not long ago there were forty-three Philadelphia and Reading railroad conductors in Reading who belonged to the Order of Railway Conductors. With the exception of three all have relinquished their membership. One of these has been discharged and the other two have resigned rather than sacrifice their rights in the Order. In giving up the membership in the Order they have been obliged to relinquish insurance amounting to \$2500 each, which they had provided for their families, together with sick benefits amounting to \$5 a week, funeral benefits of \$100, and other benefits. Every one of forty families, who had expected that in case the breadwinner would die or be killed in the discharge of his duty, they would get \$2500 have now had the expectation cut off by reason of this order. The insurance which the conductors in Reading have given up amounts in round numbers to \$100,000.

The conductors claim that this is very unjust and arbitrary, as their organization was purely beneficial, has no rules for strikes, never took part in a strike, but on the contrary gave the company valuable assistance when there were strikes. Their organization, they claim was one of the best of its kind, and its insurance was especially liberal. It only gave the full amount of the risk of death. They say that other railroad companies not only tolerate beneficial organizations, but also strike organizations, and that the plan of compelling employes to give up thousands of dollars of insurance, which they have been keeping up for years is unheard-of tyranny.—Easton, Pa., Daily Argus.

The Perils and Romance of Whaling.

From a beautifully illustrated article in *The Century* for August, on "The Perils and Romance of Whaling," we quote as follows:

"The whalemén especially have been the sinews of the American navy. Inured to danger by a calling in which the chances were as desperate as those of battle, they stepped from the whale-boat to the man-of-war simply to face a foe of a different kind. They needed no baptism under fire before they could meet an enemy without flinching, and when they responded to their country's call they grimly applied to each hostile ship the old whaling motto, 'Dead whale or stove boat.' Such was the spirit of the American whalemén, and it still survives not only among the veterans of the craft but also among their descendants, though the whaling industry itself has dwindled to insignificance.

'The Nantucket boy who ties a fork to his mother's darning cotton and then tries to harpoon the cat, yelling, as the latter makes its escape, 'Pay out, mother. Pay out! There she sounds through the window!' is certainly worthy of the 'boat-steerer,' who was his sire. Then, too, we find in the vernacular of the old whaling ports, even among the younger generations, delightful relics of the whalers' idioms. The railroad train 'ties up': a wagon is a 'side-wheel craft,' and you are requested to 'shift to windward' or 'leeward,' according as the sides need trimming; 'Where are you heading for?' is the question invariably asked of you if you are met out walking; you learn that your veteran whalemén neighbor of last summer died in the winter 'in a flurry'; the farmer 'lands' his produce at your 'quarter galleries' (meaning in this instance, the rear kitchen, but also applied to that modern accessory of feminine attire, the bustle); you are instructed to 'douse the glim' on retiring for the night; directed, if you cannot open the post-office door, to try turning the knob to the 'westward,' and if the door still refuses to yield are informed that probably the postmistress 'has battened down the hatches' and gone 'gamming.' To 'gam' means to gossip. The word occurs again and again in the log-books of the old whalers. The uninitiated might suppose it signified merely spinning yarns on the fo'castle. But to the old whalemén it has a far deeper meaning. When the whalemén met on the high seas thousands of miles from home they would lay to, sometimes for hours, captains and crew would exchange visits, letters from and for home be delivered, and the story of the voyages told. That was a 'gam.' One vessel often brought to another the first news from home in two years. Meanwhile, however, a year had elapsed since the vessel last from port left her moorings, and at least another year would pass before the homeward bound crew would sight their native shore. No wonder the young captain, as his home harbor hove in sight, eagerly scanned the crowd upon the wharf through his marine glass until it rested perhaps upon a fair young face full of anxious expectation. Gamming is indeed a relic of one of the most romantic, and perhaps pathetic, phases of the whaler's life. Every vessel that sailed carried messages to relatives and friends thousands

of miles away, and every vessel that came to her moorings brought tidings of cheer or sorrow from the distant seas. A wife might have the letter which she had written to her husband two years before returned to her, because his vessel had not been spoken,—and alas! she had not been spoken by any of the vessels that had returned during the year. Time would only deepen the mystery of her husband's fate, and perhaps the wife would never know whether the ship was cast upon one of the islands of the Pacific and the crew massacred by the savage inhabitants, or split upon a sunken reef and engulfed with all hands; and so she would sit weeping in her lonely chamber while her neighbors made merry over the return of a son, father, lover, or husband, and the streets rang with the songs of happy Jack. Whalemén returning home were liable to find that many changes had taken place during their long voyages. An old whalemén told me that he was obliged to sail on one of his voyages just after his mother's burial, leaving his father bowed down with grief. His vessel was hardly at her moorings three years later before said father slapped him on the back and said, 'Alfred, come up to the house and I'll introduce you to your mother.'

A better illustration of their (the whalemén's) proud spirit cannot be given than the encounter in Halifax between Green, the mate of a Nantucket vessel, and the Duke of Clarence, admiral of the British fleet, and afterwards William IV. The dispute arose over the Duke's attention to a girl, and reached its climax in the Nantucket mate's seizing the future king of England and hurling him down stairs. An eye-witness of the affair was wont in after years to add as a decorative detail that the click of the duke's sword-hilt was heard on every stair. Greene at once went aboard his ship and refused to obey a summons from the admiral, who, it afterward transpired, had intended to make the plucky Nantucket man an officer in the English navy.

All the strategic resources of a quick, ready mind were often called into play during a whalemén's career, not only in weathering storms and in avoiding destruction of boats and loss of time when attacking whales, but also in escaping massacre from savage islanders and in outwitting pirates. In 1819 the whaleship *Syren*, while on a voyage to the eastward of Cape Horn, met with an adventure which would have proved fatal to all hands but for a quick stratagem of the mate. One fine day, off one of the Pelew islands, all the boats being after whales, and but a few men left aboard the vessel, a large band of armed natives suddenly swarmed over the bulwarks. The crew fled to the rigging, leaving the naked howling savages in full command of the ship. The mate, on coming alongside, took in the situation at a glance, and quickly ordered the men to open the arm-chests and scatter on deck all the tacks they could find. In a moment it fairly rained tacks upon the naked savages. The deck was soon covered with these little nails. They pierced the feet of the islanders, who danced about with pain which increased with every step they took, until, with yells of rage and agony, they tumbled headlong into the sea and swam ashore. Unfortunately in the struggle the mate received an arrow-wound just over one of his eyes, and was obliged to retire from the sea.

RAILROADERS FRATERNIZE.

FIVE GREAT ORDERS OF EMPLOYES OF THE RAIL
ASSEMBLE TOGETHER.

The celebration and picnic of the Brotherhoods of Railroad Fraternities was commenced yesterday afternoon under the most promising circumstances for a successful meeting and for the future benefit of the railroad employes.

All during the morning and the night before delegates had been arriving, and at 2 o'clock in the afternoon there were fully 200 delegates in the park waiting for the inauguration of the celebration.

When it was proposed to confederate all the unions of railroad workers into one grand brotherhood the idea instantly took root. It was argued that what concerned one man should concern all, and what concerned one union should concern all, and the proposition was received most favorably except by those few demagogues who are continually trying to stir up differences and strife between employed and employers. The more the matter was discussed the more it grew into favor, and for the purpose of exchanging opinions and ideas upon this subject the meeting which will last through to-day, was commenced yesterday. Not only employers and employed, but the public generally is interested in the outcome of the present discussion; and, as was expected, the first public meeting of the discussion was a large one.

It had been announced that the entertainment would not begin until 2:30 o'clock in the afternoon, but at noon the people began arriving, and when Eichhorn's full orchestra played the opening musical the large dancing hall was comfortably filled. In that audience were the old and grizzled knights of the throttle, veteran conductors, hardy brakemen and sturdy firemen. What interested them, of course, interested their families, and wives, sisters, mothers and all were there. The weather was warm and sultry, but on the highest point of the highest eminence around Louisville, shaded by trees and grape vines and cooled by damp tan bark the gentle breezes blew.

The windows and large folding doors of the large dancing hall were thrown open, and consequently the afternoon was not ruined by the heat, which caused so much dissatisfaction and discomfort down town. The interior of the hall presented a bright and attractive scene. The stage was set with flags and bunting, and there were flags in every portion of the room. Across the center of the hall was stretched the handsome banner of the Lodge of the Switchmen's Mutual Aid Society.

Shortly before 3 o'clock the carriages containing the guests of the fraternities drove up to the Hill, and Eichhorn's orchestra played the first

number on the card. Headed by Mr. E. L. Cronk, the guests walked upon the stage, where seats were provided. Among the prominent railroad men upon the stage were Hon. L. S. Coffin, of Fort Dodge; Mr. E. E. Clark, Grand Chief of the Order of Railway Conductors; W. P. Daniels, of the same fraternity; George W. Howard, Chief of the Brotherhood of Railway Conductors, and Mr. W. D. Robinson, the veteran founder of the Brotherhood of Locomotive Engineers. Among the other gentlemen upon the stage were Mr. Henry Watterson, Hon. Albert A. Stoll, Mr. Henry S. Tyler, representing the Mayor, Hon. James W. Bryan, Lieutenant Governor of the State; Chief Hughes, of the Louisville Fire Department, Col. Will S. Hays, and Col. Bennett H. Young.

In announcing the opening of the celebration, Mr. Cronk, paid a high tribute to the railroad organizations, and introduced Mr. Henry S. Tyler as the representative of the Mayor, who found it impossible to be in attendance. Mr. Tyler got a warm welcome from the audience. Mr. Tyler said:

"Mr. Chairman, Ladies and Gentlemen: On account of the absence of the Mayor the pleasure has devolved upon me to extend on behalf of the city of Louisville, a hearty welcome to each and all of you. We are proud that you have chosen this city as your place of meeting, and we wish from your meeting you will have successful results. A great deal depends upon you and much is expected of you. When such bodies of men as you all are meet together for such purposes the eyes of the railroad operators and railroad fraternities of the world are upon you. Be conservative and look to your higher acts in your plans and discussions that good results may not be looked for in vain. To my townspeople I say guard well the interests of your city, and in dealing with your brethren of the rail do not forget our reputation for hospitality."

Mr. Tyler received hearty rounds of applause, and when he had concluded Mr. Cronk introduced Lieutenant-Governor James W. Bryan of Covington. Gov. Bryan is a graceful off-hand speaker and his words were listened to with interest. He said:

"On behalf of the State of Kentucky it is unnecessary for me to state to the strangers here that they are welcome. It is known, or should be known, far and wide, that Kentucky's latch-string hangs outside the door, and is always out. You are welcome, not only because you are involved in a cause which can not but commend itself to all just minded and right thinking people, but because you are the representatives of a vast army of people beside which the armies of the olden time seem small and insignificant. Such an army as yours, when, day after day and night after night, the property and the lives of countless thousands are intrusted to its care, deserves not only the respect but the admiration of all right-thinking people. Higher courage is never seen on the

tented field, and the fidelity and courage of the Knight of Arms does not exceed that at all times displayed by the Knights of the Rail. The safe transportation and the keeping of the lives of the people are in your hands. I assume that your meeting is for the purpose of devising plans for the better protection of your personal and official interests. Every one of you is a sovereign citizen knowing his equality as he discharges the duties intrusted to him, and when you band together and federate for the purpose of promoting your welfare you promote the welfare of the whole people.

"I am sure that those who send you here never had better champions. I trust that your proceedings will be harmonious and will result in good feeling and the creation of confidence in all the orders and unions of your fraternity. Employers and employed have common interests, and when the claims of either are asked by justice, right and equity, the right-thinking people should be found on the side of justice."

Lieut.-Gov. Bryan was often interrupted by applause. Master of Ceremonies Cronk next introduced Mr. Henry Watterson, whose words to the railroad men, he said, should receive consideration from railroad men all over the country, because of his almost world-wide influence. Mr. Watterson's few remarks elicited frequent and hearty applause. He said in substance:

"Didn't it ever occur to you as strange that this world existed some 6,000 years before the discovery was made that the laying of two bars of iron parallel constituted a railroad, and that it was left to one of the poorest of men, a poor miner in a colliery, to discover that principle and to apply the locomotive to it, which was the completion of the idea of speedy transportation?"

"Strangely enough all of this happened less than seventy-five years ago, and now the railroad service, although probably not the most numerous, is the richest and most powerful, not even excepting the great armies of the monarchies of Europe. As representatives of that great system every one of you, its members, should feel proud. To be a good railroader a man above all other things must be a man. (Applause.) In putting his manly qualities above all others, I have reference to the courage, the fortitude and the fidelity they show every minute during the twenty-four hours they have charge of the property of the people and custody and the safety of the lives of ourselves, our wives and our children.

"I never sit in the luxurious seats of a warmly heated and brightly lighted and comfortable sleeper, and look out of the window at the rain, the hail the snow skurrying by that my heart doesn't warm to the brave fellow in the cab who is watching through the night and the tempest while I rest and sleep. (Applause.)

"There is no man belonging to, or connected with your service, who has not my warmest sympathies. It was less than twenty-five years ago that the idea of trade unions was first brought before the people in England, and it was not over fifteen years ago that they were first organized in this country. I believe in these organizations. It is just as right for you poor men and all working men to organize in defense of your rights and of their rights as it is for the rich men and the rich corporations to organize together for their protection.

There is no moral principle or question of public economy that can show us that it is not right for trade unions to band together so long as they are just and in reason, for they, as well as the capitalists, must submit to the decrees of that God over both, for His decrees are always just.

"We should encourage trade organization by passing laws for their benefit, for the stronger and more responsible they are, the better they become able to settle conflicting interests. (Applause.) During these twenty-five years you have not had produced for you any greater men than Powderly and Arthur. To lead an army of workingmen requires just as high an order of ability as is necessary to lead an army of armed soldiers or to lead the deliberations of the Senates of nations. (Great applause.)

"When your committee waited upon me and asked me to come here to-day and meet you, I accepted, because I hailed with delight the opportunity to meet and shake by the hands those brave railroaders that heretofore I had only known in their official positions. I will attempt to make a speech nor address, but simply join with the Lieutenant Governor and the representatives of the Mayor in giving all strangers a welcome and in saying to them and my neighbors: 'God bless you.'"

Mr. Will S. Hays recited his poem, "The Faithful Engineer." He added two verses to the poem which is an old favorite. The new verses are as follows:

Here's to engineers and firemen,
Who daily risk their lives,
To their families—fathers, mothers,
To their sweethearts and their wives:
Here's to heroes of the throttle,
Who have gone to join the host,
Who in time of death and danger
Loved to do their duty most.
May you, one and all, be faithful,
That when earthly trips are done,
You'll be willing, brave and ready
For the final, farewell "run."
That will take you home to heaven,
In that bright and happy clime,
Where you're sure to meet with angels
If you make the "run" "on time."

Here let the gay conductor
And brakeman meet to-day—
The ever faithful switchman—
And let your hearts be gay.
For men who own the railroads
Depend on you for brains,
Requiring pluck, experience,
And work to run their trains.
So let this glad reunion
Result now as it should,
In meeting here together,
And in one common good.
So board the train of Pleasure,
In Phoenix Hill depot;
You've got two days to make the trip—
"All ready! Let 'er go!"

Col. Hays declined an encore, because he was on the same train himself, and, after some music, Mr. W. D. Robinson, the veteran founder of the Brotherhood of Locomotive Engineers, was introduced. Mr. Robinson is old and feeble and was compelled to read his speech from the manuscript. It was full of sound advice and encouragement. After calling attention to the revolution of public opinion, he said:

"Organized action on the part of labor twenty-five years ago was practically but an experiment

looked upon with distrust by those not interested, and regarded with bitter hostility by the official agents of capital, accustomed as they were to dictate the terms and conditions of service to all classes of laborers, skilled or otherwise. Already, for many years, unconscious of impending peril, our people had encouraged and legalized aggregations of wealth, which had at last assumed proportions more colossal than the world before had ever known. At first the glitter, the parade and the grandeur of those vast combinations, tickled the fancy, allured the imagination and excited the applause of all beholders. The people, however, soon realized the fact, that centralized wealth meant centralized power, and that the power thus obtained was being employed to inflict upon the industrial interests overbearing domination and grievous wrong. Labor slow to arouse, awakened at last and stood appalled at the gigantic force of the off-spring of its own hand—for labor is the creator of all wealth—now arrayed with a pitiless purpose for its subjection. Confronted thus, labor appealed but in vain, even to be heard for the right. Centralized wealth and power had possession of all the avenues to the public ear and controlled the agencies which create and maintain public opinion and judgment—the pulpit, the rostrum, the press, and the courts.

"The wage-worker, dazed, bewildered and nearly overwhelmed by the magnitude of the forces which threatened the prosperity and happiness of himself and the loved ones at home, his cry for relief unanswered except with scorn, his faith and hope in truth and justice ebbing low, turned at last almost in despair and gazed with pallid cheek and eager inquiry into the face of his fellow workmen. The mute question conveyed in that wishful glance was this: 'Can you and I depend upon and trust each other?' And in the outstretched arm and open palm came the mute reply: 'We must and will now and forevermore.' Brothers and friends, I pray you believe this no sketch of the imagination, and well do we who have survived these things, call to mind the secret gathering, the strong, quick clasp of the friendly hand, the eager but suppressed whispers of faith and loyalty in the shadows of the night.

"All of the revolutions in public sentiment which have proven of value to humanity, and all of the measures which have ever been adopted having for their purpose the amelioration of the conditions of human life, have had their origin in the ideas embodied in the word, *Excelsior*, and in this one word is contained the essence of all the mottoes and teachings of our brotherhoods. Although the B. of L. E. came into existence past the high noon of the Nineteenth century in the midst of an intense and vivid civilization, yet it was assailed with calumny and misrepresentation, falsehood and sophistry. But these things when subjected to the white heat of the crucible of philosophic and truthful inquiry have perished, or failed of their purpose, while logic and truth, as they ever must have survived. A higher intelligence and knowledge, gained from observation and experience, and gleaned from study, have exerted their benign and elevating power over the thoughts and methods of men, increased their value as employees, and in the social scale have added to their importance and consideration. I can only ask you to remember that it has been

your special privilege to have lived in an age and country, where the accumulated knowledge of centuries, stored in books, is thrown as it were broadcast at your feet, and presses close along on your every side; and so sure as you reach forth your hand and gather these fruits, and treasure them, and keep them alive so far as you are able, so sure will they elevate and ennoble your life.

"In whatever condition of life we may be found let it be known and said of us each and all that we are striving with patient and determined endeavor toward a higher knowledge, a higher and nobler life.

"The beneficial results of organized and disciplined action on the part of labor for the purpose of protection have long since passed into history as demonstrated proofs, and no longer occupy the field of speculative inquiry or debate. As this survey, of necessity, must be brief, to enter into an enumeration of these benefits and attempt to portray their various forms and magnitude at this time would, I believe, only appear as a work of supererogation, inasmuch as they are facts so plain that he who runs may read. I believe it safe to assume that 95 per cent. of all the goodly number present have their names already inscribed on the roll of the grand army of organized labor, and here I must state the fact that these organized efforts have not been entered upon by the children of toil for the purpose of amusement for them selves or the infliction of malignant mischief upon society. On the contrary, they are now and have been the legitimate outcome of haggard necessity, born of the cold-blooded, remorseless avarice of centralized wealth.

"With the history of the fierce struggles of the right against the wrong, the defeat here, the triumph there, it is not the purpose now to deal; our business is now with the present and the future. If we are only true to ourselves we must not close our eyes to the inexorable truth that we are in the midst of constantly increasing peril that we are confronted day by day with new conditions which threaten our prosperity and menace our overthrow. Let us strive manfully with such sagacity as we may possess to circumvent these agencies and solve the problem of our deliverance.

"I find one of the favorite arguments of anti-federation to be, that such a league must embody elements which would embroil a conservative majority in endless trouble for the defense of a restless and turbulent minority. If such an argument be worthy of serious consideration, I reply that a careful review of the constitution and by-laws of each and all these brotherhoods must establish as much confidence in the conservatism, prudence, sagacity and fairmindedness of any one of the organizations as of another. Further, I would also remind our opponents, that unworthy distrust is an end to logical argument, inasmuch as their premises are only conjecture or assumption. And yet another one formulates his objection in the plea of unequal representation. In the name of reason and common sense let us inquire if we are to pause at this juncture to calculate the number a man may represent, when it is evident to the most obtuse that his presence fills the last vacant space, closes the circle and completes the defense. I observe that the arguments of the opponents of federation are merely

predicated upon the assumption that it must result in a condition of perpetual trouble between the employe and the employed. In the very nature of things, I believe it must result in exactly the reverse. When the railway magnate finds himself confronted by a power equal to any which he can command, will he not be ready in case of disagreement or controversy to call a parley and say, 'Come let us reason together?' Mutual agreement and arbitration must follow, and strikes be known only in the unpleasant recollection of past history.

"Let us consider for a moment one other objection which has been offered against federation to-wit: 'That a locomotive engineer should consent, even in his own interest, to ally himself with those so far beneath him in importance. When any man, no matter what his calling, comes to believe that he alone is indispensable to the consummation of any human purpose requiring the exercise of thought and skill, we can only commiserate him as being afflicted with an alarming case of big-head. The vocation of a locomotive engineer or fireman, the brakeman, switchman or conductor, calls into action the busy brain, the throbbing heart, the strong arm and steady hand, the quick perception, the mentality of human existence, and no one of the individuals engaged in the transportation, the carrying trade of the world, is more indispensable to the completion of the one grand purpose in view than another.

"Many years ago some politician announced that cotton is king, and all the world paid homage accordingly. Soon some statistician proved that hay was king; later we hear that corn is king, also of railway kings, and king of kings. Has it ever occurred to these gentlemen, with their pretty poll prattle, that there is a figure, as yet somewhat in the background, over whose bronzed and active form they have ever striven to cast the mantle of ridicule or contempt, that this figure is now breaking to the front and emerging, slowly, perhaps, but surely, from the smoke, and dust, and scorn of all the years; that he shall yet appear in the glorious sunlight of true freedom, with his honest brow encircled with a halo of justice and truth, and proclaim to all mankind that cotton, and corn, and all values gathered from the earth or wrest from the sea are his own legitimate offsprings and subjects, and thus compel the world to acknowledge at last, grudgingly though it be, that the only rightful sovereign of all this fair earth is labor?

"Brothers and friends, I truly thank you for your very considerate attention, and I will now close with a short quotation from a poem written by myself and published in the *Engineers' Journal* for June, 1888:

"By labor the granaries of the world are filled.
And the marts of commerce and trade.
Of what use were designs without labor to build?
The loftiest spire which the sunset doth gild.
Or this lowliest cot in the shade,
Where the artisans dwell in their poor, squalid homes.
Without whose strong arms earth's magnificent domes
In their grandeur could never be made.

"But centralized wealth has a fiendish delight
To see labor its fellow betray;
Yet let them remember we've passed through the night,
And found that disunion is mildew and blight,
Through long, weary years we've been learning the right,
And darkness is turning to day.
The light has revealed to the workingman's mind
His anchor of hope and safety combined

Lies in federate numbers, leaving discord behind;
This brings arbitration, and then we shall find
That daylight is coming to stay."

When Mr. Robinson concluded, Hon. L. S. Coffin, of Iowa, was introduced. He wants to see the accident rate among railroad men cut down by the adoption of safety platforms and new devices for railroad trains. He promised the boys that a good time was coming, and that that good time was nearly here. He made an argument for the safety and the lives of the railroad employes, and quoted some appalling figures to show that about 10,000 men are killed or crippled in this country every year. He spoke at some length, and while his views were rather those of a pessimist, his remarks were intently listened to. He took a stand for six days' work in the week, and his hearers were with him on that proposition.

Col. Bennett H. Young was down for the last formal speech on the afternoon's programme and everybody waited for him, sure that there was a treat in store for them with the announcement. Before his turn arrived, Prof. Knoll and Miss McNeil, assisted by Eichorn's orchestra, played several difficult solos. Col. Young was freely applauded during his remarks. He said:

"I have been profoundly impressed by some of the statements made by the distinguished gentleman from Iowa, who has preceded me. That ten thousand men annually lose their lives by reason of defective railway coupling appliances is a thrilling announcement, and one which, when properly presented to the people, must create a public sentiment that there is a great and irresistible force in this republican land of ours, which corrects all wrongs, and will, in the end, redress all grievances.

"The time has come when in railway matters figures are so astounding that they lose their effect upon the human mind. That the railways of the world should have cost more than thirty billion dollars, one-half of which mileage is contained in the United States, gives one a conception of the magnitude, power and blessings of this vast expenditure. When we realize that they cost more than all the manufacturing concerns in the world, that one-third of all the money in existence is invested in these corporations, and that all the money in the world could buy only one-third of these systems, we can well understand that there is a grandeur and dignity of this confederation of men which has control and the government of these vast financial interests. America, with one-twentieth of the population of the world, has one-half its railways, operating now 190,000 miles—sufficient to extend around the world seven times, with a large fraction over.

"It is almost inconceivable that the railway construction in America has required the astounding expenditure of \$1,118,906 per day for the past sixteen years, or \$46,621 per hour. What country and what people other than America and Americans could show such a resistless tide of energy and conquest? When we realize, too, that the faithfulness and skill of the men engaged in these railways has reduced the number of fatalities to

passengers, and the loss in proportion to the population is less than those killed by falling from windows, and that in England a man may travel 7,000,000 and in America an average of 19,000,000 miles without a railway accident, it is but natural and reasonable that the world should respect, honor and admire this vast army of men to whom has been committed the control of the lives and the wealth of the nation.

"The armies and navies of the world upon a peace footing comprise less than 3,500,000 persons. These destroy the wealth. The number of railroad employes of the world number more than 4,000,000, and these create wealth. It ceases to be a matter of wonder in this blessed country of ours that these 2,000,000 of employes coupled with this vast system produce wealth and make America the richest country in the world.

"I have been pleased, too, with what the distinguished gentleman from Iowa has said in regard to the necessity of a day of rest in each week for railway employes. Such a day of rest is not founded and cannot be enforced in so far as railway service is concerned, upon any divine command; it is founded upon the demand of nature itself, from which the decree has gone forth that man's brain, man's nerve and man's body require that one day in seven, he shall cease from active labor. It matters not for the purpose of this argument, how the man may spend his Sabbath, whether in worship or recreation; this is a question of individual choice and individual right; but, as a man, and as a free man, he is entitled to that legislation which shall give him this needed and wanted rest. Public sentiment has demanded, and that demand has been enforced by legislation, that all the most skillful appliances shall be used for the protection and convenience of passengers, and where public sentiment has been educated and the people of this country understand that only twenty per cent. of brakemen die a natural death, and that more than 10,000 men are killed or maimed annually in the United States, by reason of defective appliances in coupling in the conduct of freight business, it is not unreasonable to hope that the day is not far distant when all that the law can do will be done to enforce this just and humane protection to railway operatives. I take some pride in saying that I was the first president and general manager that enforced, so far as it was possible, the cessation of railways on the Sabbath day. This position, thus taken by me seven years ago, was discussed ably and fully at the time by the most prominent and experienced railway men of the country, and as an outgrowth of this discussion there has gradually gone on in this country a movement, increasing all the while, by which, as far as possible, the traffic shall be suspended on the Sabbath day.

"During the past fifteen years of my connection with railways, I have observed a remarkable improvement in the character and personnel of railway employes. This railway business is no longer mere employment; it has risen to the dignity of a profession, and as you cultivate an *esprit du corps* in this profession a higher railway service will be secured. Better citizens will be produced and the more thoroughly will be the public demand for this provision and this reasonable protection which should be drawn around this vast army of trained skillful workers.

"I need not say, gentleman, that I consider it a

privilege and honor to appear before you this afternoon and to assure you that as far as I can in any sphere in which I can act, I shall be glad to do all I can to improve, dignify and ennoble and protect your calling."

The only informal speaker was Mr. G. W. Howard, of Terre Haute, and one of the best known conductors in the country. His subject was "Agitation," and he made an able argument, showing its necessity. Preachers are agitators, and without agitation crops wouldn't grow for the farmer, and without agitation good results would not follow any kind of organizations. He stirred up his hearers when he pleased and brought the celebration to an end as far as the afternoon part of it was concerned.

THE EVENING MEETING.

The interval between the completion of the afternoon programme and the commencement of the evening exercises was variously employed. Family parties, in a majority of cases including babies, scattered about and enjoyed *al fresco* suppers, while others entered the dining rooms and feasted there. Some spooney couples moved off into quiet corners and ate their rations, wondering the while if a similar proceeding three times a day for 365 days in a year would be as enjoyable or as much of a picnic, while a large number of people wandered aimlessly around, awaiting the hour for the evening's programme to begin.

The park was at no time deserted, and long before the band struck up the initial march at 7:45 o'clock, the pavilion was well filled and many had taken position on the esplanade. The atmosphere was oppressive, even in this park, which is known to be the most pleasant spot in the city, and fans, bats and programmes were freely used as atmospheric agitators.

The crowd rapidly increased, until by the time the speakers were ready the park was full. As soon as this part of the programme was reached, a large portion of the assemblage filled the esplanade, but those who had the nerve and the physique to endure dancing stuck to the ball-room, and danced and perspired while the speaking was going on, and made as many arrangements as possible for "special federation."

Mr. E. L. Cronk, as Master of Ceremonies, first introduced Mr. Wm. P. Daniels, of Cedar Rapids, Iowa, the Grand Secretary of the Order of Railway Conductors, who spoke from the music stand. Mr. Daniels said he was only going to make an informal talk, and proceeded at once to advance arguments for federation and co-operation among all classes of railway employes. It was, he said, a fact that must now be appreciated by all that organization must be had in

order to secure to railway trainmen the benefits assured other men. The railroad man has no Sunday, no time he can call his own, no time for rest. In fact Sunday is used as a general cleaning-up day, and instead of arranging matters so that as many as possible can get off, the idea seemed to be to put everybody on, no matter whether he had just come in Sunday morning or not. In regard to this matter, organization was better than legislation. Legislation will not stop Sunday work, but co-operation can remedy the matter. "Public opinion is behind us," said he, "and we must succeed. Legislation has failed because railroad officials, under the law can keep men out on a siding, where there are no houses or anything else, all day Sunday, because all work must stop at 12 o'clock Saturday night and begin again at 12 o'clock Sunday night. It would be better for the men to be allowed to complete their runs if it took half of Sunday, provided they could then remain the rest of the time at their homes."

Allusion was made to the differences between the Order of Railway Conductors and the Brotherhood of Locomotive Engineers, and the speaker said that that difference had advanced the cause of federation at least ten years. He had, he said, been told that he would be called upon to defend himself, but he was not on the defensive. Under the same circumstances, and with no more information than he had three years ago, he would do as he did then, all he could against the engineers. He had acted from a sense of duty, but with present information and experience he would act differently. When the weather becomes oppressive thunder-storms come to purify the atmosphere. Such was the case with this trouble, and while it was to be deplored that any difference or trouble had existed, he believed that benefit had resulted to all railway organizations, believing that the organizations were nearer together now than they would otherwise have been in many years to come. That he freely acknowledged his own mistakes in the past and was ready in common with members of the Order generally, to forgive and forget, join in any plan for the general interest of all concerned that might be approved by the majority, with the sincere hope that the experience of the past would enable us to avoid trouble in the future, that while personally in favor of system federation, he did not occupy the position of an obstructionist, and if the general plan was chosen, would heartily and sincerely give it support.

Several bills now before Congress were touched on, among them one for arbitration, which he said should be entitled an act to enable railway companies to make slaves of their employees.

"The railroad men will not submit to any such legislation as will bind them hand and foot, and it is the duty of every man to write at once to the Congressman of his district and the Senators from his state and protest against the passage of such an iniquitous measure." Other bills were referred to and endorsed in strong terms particularly one introduced by Senator George, of Mississippi, to protect employes and do away with the idea that he could not obtain damages for injuries because an accident was the result of carelessness or neglect of a co-employee. The co-employee idea, he said, might almost be termed a relic of the dark ages. After some further argument in favor of federation in the railway fraternities Mr. Daniels retired amid much applause.

Mr. George W. Howard, Grand Chief of the Brotherhood of Railway Conductors, was then introduced by Mr. Cronk. Mr. Howard began by saying that it was a self-evident fact that "we all are here and we live; but what are we here for, and what do we live for? Do you owe any duty to anybody, and if you do, do you intend to do it? I have been in the railroad business for a long time, and have had thirty years experience. I appear here to-night as a radical federationist, because I know that nothing can be accomplished without federation and organization. This has been demonstrated by the history of the Brotherhood of Locomotive Engineers, and what that can't do nobody can.

At this point a locomotive passing over the connection below in the valley let off a prolonged, demonical shriek that effectually drowned the speaker's voice, as though exulting in what he had said, which caused Mr. Howard to remark "I'll bet that fellow heard me." He was answered by another shriek, which caused a great roar of laughter and a round of applause.

"I have had a good deal of experience with strikes, and have been in them, but I don't believe in them; but at the same time I believe that extreme conservatism is nothing but cowardice. Men must respect themselves if they expect others to respect them. I was once a division superintendent on the O. and M. I received a peremptory order to reduce my pay-rolls \$1,500 a month. I examined the roll, but I could not find where any man was getting more than he ought to have. In fact, I had been for a month considering the advisability of asking an advance of my men. I did not know what to do. I asked some of the men—I don't care who knows it—and told them I had orders to reduce, 'but,' said I, 'you send a committee to me and refuse to accept the reduction.' They were afraid, and would not do it, and the cut was made. Pre-

soon I got another order to make a cut of \$500 more. Again I tried to get them to send a committee and refuse to accept the reduction. I thought I had them up to the scratch, but they again failed. I had either to make the cut or resign and let some one be appointed who would make it, and I made it." Then followed a powerful argument in favor of federation, bristling with strong points, which were enthusiastically received.

"Under federation a strike will never occur, unless you run up against a manager who hasn't enough brains to grease a gimlet. When a committee goes to obtain an audience it never fails to get it. If it fails to obtain its demands another step is taken, and so on, until the Supreme Council is involved, but all this time there is no strike; the men working right along. Finally, when arbitration fails, we are federated and know what we can do, and the manager with not enough brains to grease a gimlet refuses to do the right thing, then we pull every man off that road in a day; but there is no danger of a strike under a federation."

It was the duty of railway men to read the daily papers and keep posted. The officials never read labor papers; they would read the *Railway Age*, because that was their organ, remember that. Here followed more arguments in favor of federation, and Mr. Howard startled his audience by saying that "God Almighty is Himself a striker. When the Israelites were in bondage in Egypt, God Almighty sent a grievance committee to wait on Pharaoh." After detailing various scenes and methods adopted to get the Egyptian King's consent to let the Israelites go, the speaker said: "The same God will help you. Go and unite with some labor protective association. A man must protect himself." Mr. Howard's remarks were listened to with interest, and frequently applauded.

Mr. E. E. Clark, of Cedar Rapids, Iowa, was next introduced and attempted to speak, but the confusion became so great that but few could hear him, and, after announcing that he would speak to-day, he withdrew, and the crowd sought other sources of amusement.

The dance hall was already crowded and the park was uncomfortably full, but the band began to play and soon each separate group was engaged according to the fancy of its members. The festivities were kept up long past midnight.

To-day an address will be delivered by Hon. Asher G. Caruth, at 2 o'clock. He will be followed by Mr. W. D. Robinson, founder of the Brotherhood of Locomotive Engineers, after which the wooing scene in "Richard III," will be given by Mr. Walter Mathews and Miss Belle Sutton. Hon. L. S. Coffin, John W. Headley and officers of the railway fraternities will also deliver address-

es. All these will be interspersed with music. Samuel Gompers, President of the American Federation of Labor, will speak in the evening, on "The Objects and Aims of Federation."

Among the more prominent men in attendance at the Railroad celebration here is Mr. T. J. Van Wermer, of Detroit, who at present is a locomotive engineer on the Louisville, St. Louis & Texas railroad. He is one of the hardest workers for the cause of united labor, and, as Mr. Robinson puts it, has had more persecution because of his interest in the order than almost any other man in the country. He is a tall, broad-shouldered, fine-looking man, something past middle age, who has the confidence and respect of all the railroad managers he was ever stationed under. He, except Mr. Robinson, the founder, is the only surviving engineer who was present at the famous meeting in Detroit, in 1863, when the Brotherhood of Locomotive Engineers was founded.

The celebration of this afternoon will probably prove to be the most interesting one of the series. For this afternoon the speakers will be Hon. Asher G. Caruth, who returns from Washington for the purpose; Mr. John W. Headley, and President Gompers. Afternoon and evening there will be an excellent musical programme, and Mr. Walter Mathews and his assistant will give some scenes from *Romeo and Juliet*, and will give the love-making scene from *Richard III*.

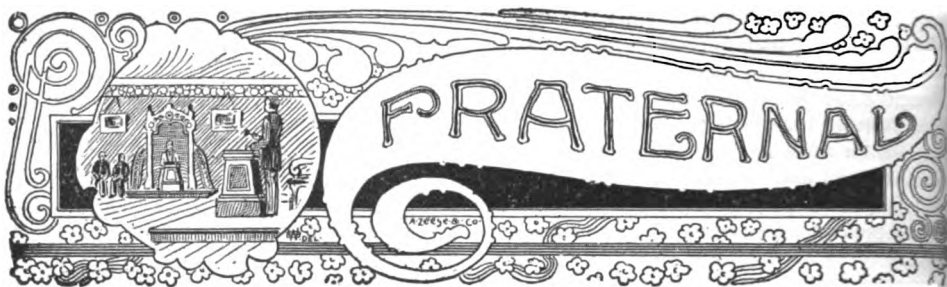
Mr. John Dyer, of the local Brotherhood of Locomotive Engineers, is much pleased with the first day of the celebration. Mr. Dyer is the general manager of the affair, and the chairman of the Brotherhood of Railroad Fraternities, and for the past month he has given his entire time to arranging for the celebration, and what credit there is belongs to him.

Insurance Commissioner Carey.

In the scramble for places on the state ticket it is well not to forget that Fargo's popular citizen—the faithful official who has held the position of Insurance commissioner during the past year—Hon. A. L. Carey. Mr. Carey was nominated by acclamation in the convention of '89, received a rousing vote at the polls, has proved loyal to his trust, is practically without an enemy in the state, and should go in "whooping" for the second heat.

We are not aware that any candidate will be offered against Mr. Carey, and certainly none ought to be. He was compelled to organize a new department when he took the office—has held it only a single year—a year that has brought deep domestic sorrow to him—but he has put the office onto a basis which reflects the highest credit on his ability and industry. The press of the state is especially indebted to Mr. Carey for reforms which give assurance that their interests are cared for, and will be vigorously protected while he is at the helm. In short, "Al." has made a model insurance commissioner, and we move that it is the sense of the "boys" that he have a whole term now, for being a good fellow, and because he has proved himself an honest, attentive and efficient public servant.—*Fargo Republican*.

Since the above was received, the wire brings the news that Bro. Carey was nominated by acclamation, and we congratulate the convention on its good judgment.



ATLANTA, Ga., August 1st, 1890.

Editor Railway Conductor:

Since the passage of our old ship through the breakers and whirlpool at Rochester, I have been quietly watching the effects produced, if any, and now having passed safely through, proving her seaworthiness and floating pleasantly and gracefully on her mission of protection and brotherly love, it is now my desire to impart some information to our Brothers as to the effects produced upon the Order in this section by the changes made at Rochester. While the course pursued by a few of our, then members, was not at all commendable, I think good results have been obtained in many respects. First, by those who were dissatisfied in so much that they were not willing to abide by or be governed by the will of a majority, but preferred, not only to jump overboard themselves, but used their best endeavors to take others with them. As to their success all are familiar. So much the better. The old ship has no room for dead weight. I now desire to say a word about the effect the changes produced upon Atlanta Division No. 180: While we lost our Chief and Assistant C. C.'s, and one other member, we have received into membership already, twenty-five, and have on hand five petitions. So you will very readily see by the healthy growth of our division, that the proceedings at Rochester met the full approval of the conductors in this section, and I predict by the close of the present year, that every conductor that can will be a member of the old tried and true, O. R. C. Consequently my sympathies naturally go out toward those who have cut loose and are now drifting with the hope of drawing others after them, but will only be able to pick up such as can not secure passage on the old ship. Upon the resignation and withdrawal of our C. C. and A. C. C., our division elected D. M. Vining, C. C., and a more earnest worker for the good of the whole Order never presided over the deliberations of any division of our noble Order, and is on hand promptly every Sunday afternoon and his gavel falls promptly at two o'clock; and all that I have said in behalf of

our worthy C. C., I can cheerfully say for our C. C., W. N. Johnson, who we hold as one of the old veterans of Atlanta Division. The same praise is justly due to Brother Fairbanks, our model S. and T., whom we find as promptly on hand as the hour upon which the C. C.'s gavel falls, and in fact it is but seldom when we do not find every officer in his position promptly. Our attendance is very good, number running from twenty to fifty of our own members, and seldom ever a meeting that we are not blest with a number of visiting Brothers, and I am happy to say among our late visitors I mention our worthy Grand Outside Sentinel, Brother F. S. Butler, of Division No. 232. You all know Brother Butler, and our Atlanta Division are only too happy to know that Brother B. has cast his fortunes among us—in other words, he has come to stay. While we regret the loss sustained by Sioux City Division their loss will be our gain, as Brother Butler intends moving his membership to our division where we will have the benefit of his able counsel in our deliberations.

Before closing, I desire to extend, on behalf of the officers and members of our division, a cordial invitation to visit us should an opportunity present itself. Remembering that the C. C.'s gavel falls promptly at two o'clock every Sunday afternoon.

It was my intention to say something on insurance in this letter, but as I have already consumed as much of the valuable space of THE CONDUCTOR as I have cheek enough to ask for, shall close, with the promise, to deal with the Insurance Department in my next.

I remain, very truly yours in P. F.,

J. H. L.

TERRE HAUTE, August 3, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Perhaps a great many members may have forgotten who the "proverbial" "Vicar of Bray" was. I take this method of liberty of reminding them, that the reverend gentleman in question held a fat position in

church in the county of Berkshire, England, during the 16th century. The said Vicar was a Roman Catholic, but in the early part of the reign of "Henry Bluebeard," he became a Protestant with that variable monarch. Remained so during the short reign of Henry 6th; became a Roman Catholic on the accession of Mary, known as "Bloody Mary;" on her demise his elastic conscience allowed him to again turn Protestant. When the good queen "Bess" came on the throne, rallied on his want of principle, this "gally" individual replied: "for although I have changed my religion, I am sure that I have kept true to my principle, which is to live and die Vicar of Bray." Has not the Order had in "Selah" Calvin, a modern Vicar of Bray, for the past six or eight years, for his every act shows the Vicar's principle. I, with a great many other members was in favor of Wheaton, simply I presume from the fact, we did not know him, he having been our Grand Chief for so many years we supposed about all of this talk was made up from his enemies.

Wheaton sealed his doom with Division 92, 89, 103 and 110, during the trouble on the Mackey system for it was there shown by him, that he was true to nothing. In the Union meeting at Terre Haute, Brother W. E. Murray, a member of 92, and a passenger conductor on the Vandalia line, asked him the direct question, if he had any notice of the trouble on the Mackey lines, when Wheaton answered "No, none whatever." There were letters in existence, and the parties holding them were in Div. 92, showing that the matter had been talked over by some of the chief officials with Wheaton, and he left the impression that he would give the case his immediate attention. Before shutting off this piece on the Vicar, I wish to say to any Brother, who at this time, has any feeling of kindness, love or respect left for C. S. W., that if he will send me his name and address, that I will in return give him the name of a gentleman in Terre Haute that has a letter from "Calvin," where the following appears under his well known "John Hancock:" "My own election depends upon the elimination of the strike clause. I am, and have been working for the past two years for its removal from our constitution. With that accomplished, federation is an easy affair, which meets with my hearty approval."

To the members of the Order, and especially those from the New England states, does it not begin to look possible, that this second edition of the Vicar of Bray, who was ousted from his snug vicarage before the gods think fit to call him home—was timely and appropriate.

Yours in P. F.,

C. H. ARTHUR.

JACKSON, July 30, 1890. }
DIVISION No. 182. }

Editor Railway Conductor:

DEAR SIR AND BROTHER:—You may think we are not doing any work on account of keeping so still. But you know what the old saying is, the still pig drinks the swill. We are working just the same, and since the meeting of the Grand Division at Rochester, every one of the members seems to have new life. We have better attendance at division meetings, and a good many of the old members who have not taken the new work are taking it now, and new members are coming in all the time.

Our A. G. C., Brother Wilkins, made us a visit on the 28th of July, at which time we called a special meeting to meet him. We had a good meeting, and I think *we all feel benefitted by it.*

Enclosed please find a copy of a few appropriate remarks made by Brother Cooper in presenting Brother Swidensky a token of our regards. The Brothers and their wives, as many as could attend, assembled for a surprise party at Brother Swidensky's for the purpose and also to have a good time and plenty of ice cream, and it was a complete surprise to him of course. His wife had known it for a week, but some women can keep a secret you know.

Yours in P. F.,

E. KINNEY.

BROTHER COOPER'S REMARKS.

BRO. SWIDENSKY: Human friendship and upright manhood are of too much value in these perilous times to be easily broken or carelessly overlooked by those who share with each other their vicissitudes and victories.

Loyalty to the principles of our Order and due appreciation of its matchless power and priceless value, is the golden cord which unites into one common sympathy the wealth producing hosts of the nineteenth century.

The most valuable jewel a man can possess is a character above suspicion, which draws to itself the confidence of all classes, is true to its friends and fearless in the rightful discharge of the sacred duties therewith intrusted.

Such character, girt with integrity and illumined with intelligent fidelity, is not with the idler, but is the exclusive heritage of the conscientious toiler. Such manhood, born of experience, is the coveted prize of the world, and so it becomes the admirers of such virtues to encourage its possessor with some memorial of appreciation, to inspire all to the attainment of the highest ideals of life.

For that purpose these friends have here assembled at this hour and informally made themselves the guests of your attractive home.

As their chosen spokesman, and in behalf of Wolverine Division No. 182, allow me, sir, to present you with this elegant solid silver water set, as a token of our esteem and the high regard with which you are held by your friends in your Division, which you so faithfully represented on every occasion when duty has called you as Secretary of our Division. It is a source of pride to us and the highest compliment to yourself that through your painstaking care and persistent toil you now rank as one of the highest on the records of our Order.

When we consider how extensive the Order has become and the skillful competitors eligible to promotion, yours is a standing of which we are all justly proud. This costly gift has been carefully selected from the purest of precious metals to symbolize the purity of motives and regard which prompts the brothers, and also to represent the solid elements which we believe makes up the character of the receiver, and furthermore it declares the life-giving element, to be always drank from the gold-lined cups, so promising to you and yours long life, peace and prosperity.

Trusting, my Brother, that death may not soon summon yourself or family to go hence, that by providential care as an Order we shall long be spared to serve the public in our official capacity and each other in strong and fraternal relations, I herewith present you with this token of our regards, with hearty good wishes for a long and happy future.

ATCHISON, Kan., Aug. 7th, 1890.

Editor Railway Conductor:

I saw a few lines in THE CONDUCTOR of last month from my son Dannie, from our Division. Now Dannie is not much of a Boy with the quill, but still he does pretty well for a starter. Now there are some of the boys around here that ought to have made the start sooner, but they did not, for some cause or other best known to themselves. Now as for myself I am not much of a writer especially for conductor's or any body else's magazine. Since the Boy wrote to you, the little difference has been settled on the Western Div. of the Mo. P. R'y., by Mr. A. W. Dickinson, General Supt., and our Member of the System Grievance Committee, Bro. W. J. Brownson.

It seems that some of the Bros. on the Western Div., had the nerve to tell Supt. Rathburn that they were not represented in St. Louis at the time that the new schedule was drawn up. Now Div. 28 is about the only one west of Kansas City and most of the members that belong to the Order, belong to No. 28, that are working on the Western Div., and they were represented in St.

Louis as well as the men on the C. B. U. P. Div. and I want to say right here that Dannie ought not to have said anything about it in the first place, and as I said before, Dan is not much of a writer, but you ought to hear him make a political speech, and talk protective tariff. It might be that I am tiring you with this letter, but I hope not as I saw in THE CONDUCTOR that the Fraternal Department was falling off and that ye Editor had to exert himself a little in order to tell of the Wheaton, Horstrander and Co's. actions. Well all I have to say is, "Roast em." When you have them done on one side, turn them over and cook them a little on the other. Just make the dressing so that it will be a little palatable for I don't think there will be much of it consumed when it comes to be set out in front of the boys. Dan says for his part he don't want much of it in his. Well now for a few flashes and I will be through. One of our Atchison Dailies said some time ago that Bro. Brownson was sleeping with his clothes all in one place. Bro. Rody was out on the North Solomon District on passenger, in Bro. Collins' place for a few trips while Bro. Collins came in to have his front teeth filled. It is understood that Bro. Maher is going to lay off for a ten-day vacation. Bro. Magnault has left the C. B. Div. to seek a better position elsewhere. Once in a while Bro. Smith and Bro. Hulse get on their gilt edged caps and halloo all-a-board for a few days at a time, when some of the Western Div. men lay off. I think that Sunday, August 10th, will find us with a new candidate, and so the good work goes on. Well I will have to close. I have cautioned Dannie not to write any more as they will get on to him.

From yours in P. F.

OLD MAN MULDOON.

FARNHAM, Aug. 4th, 1890

Editor Conductor.

DEAR SIR AND BROTHER. It is now some time since anything has been said about Div. 80, but she still lives and is true to her colors. Despite the changes made at the last Grand Convention I don't think we have any kickers or sore-heads in the Div; at least none to my knowledge. None of the members have so expressed themselves that I am aware of. Every one seems well pleased with the turn things have taken, and all hope it will be for the best. Of course time will decide that matter. Since my last letter to you, and during the Convention at Rochester, we had the misfortune to be burned out the hotel in which our hall was located, and all the contents of the lodge room were destroyed, also everything belonging to our secretary Bro. Moreau, who was a boarder in the house, and who with Mrs. Moreau

were absent at the Convention at the time. But he (Bro. Moreau) being made aware of the fact had everything replaced before his return. We have now a very nice little hall fitted up in the Montcalm, where we held our first meeting on the 20th inst. a fair number being present. Everything passed off very satisfactorily with Bro. C. C. Vernal in the chair. I may say there is a favorable outlook ahead for Div. 80, and with a little *snap* on the part of the Brothers clear sailing can be easily obtained.

There are now five or six applications in for membership and I think by the next meeting or soon after, we shall have that many more. During the meeting some good resolutions were adopted of which our secretary will inform you. We are all much pleased to see Bro. Whitney again on duty, after an absence of two months on account of his wife's illness. She has been at the point of death for a long time, but is now somewhat better so that he can attend to his duties for a time, at least. This has been a trying ordeal to Bro. Whitney and he has our deepest sympathy, one and all, in his trouble. Our train master, L. W. Powers has been very ill for some time but is now convalescent, and we are in hopes to soon see him among us again, his place has been filled by chief dispatcher J. G. Merriman in a very able manner. Bro. C. F. Brady, and asst. supt. F. P. Brady and party have returned from a fishing trip in Maine, they report good luck, and a good time generally.

Bro. Cunningham has been absent a few days moving into his new house. This is John's first experience in house-keeping, consequently every thing looks *colour de-rose*.

Yours Truly in P. F.

F. G. MARTYN.

Editor Railway Conductor:

A grand reception was given the General Grievance Committee of the A., T. & S. F. railroad by the following popular young gentlemen of Topeka: J. Levi, M. Levi, Dr. Ashton, John Waters and H. S. Earley. The music for the occasion was furnished by the Oriole Quartette Club, consisting of Messrs. O. Scott, L. Pegus, C. Coldron and O. D. Hollis. The evening was spent in telling old-time as well as new and original stories, song singing by the Quartette Club, and an occasional toast. To say it was the most enjoyable evening spent by this committee during their session of five weeks, would not do the occasion justice. The members of the committee were in remarkably good spirits, the fact being that they had been granted by Mr. A. A. Robinson nearly all of their grievances. After spend-

ing three or four hours in pleasant conversation and song singing, the committee adjourned to a temporary dining hall, where a fine banquet awaited them, consisting of all the delicacies and luxuries of the season. After supper a few more songs were sung for the benefit of C. H. Branch, who, for reasons best known to himself and easily guessed by the members of the committee, did not arrive until late in the evening. He was, however, forgiven by all present, on condition that he give each member present a flower from the button-hole bouquet he wore as a souvenir of the occasion. After a vote of thanks by the committee to the host, the committee withdrew, to go to their several homes in different parts of the country, perhaps never to reassemble again, but with the warmest and most friendly feeling to all concerned.

J. S. SCOTT, Committeeman.

SUNBURY, Pa., July 28, 1890.

Editor Railway Conductor:

Having failed to see a communication in these columns from this section of Pennsylvania relative to the action of the Grand Division, I would briefly express the sentiments gleaned from the conversations of staunch members of the Order.

The action of the Grand Division is heartily approved and endorsed, and they have only taken a step that should have been taken years ago, namely, eliminating the strike clause. *Strike* is the last weapon an organization has to depend on, and when handled by an organization so conservative as ours its authority will not be overreached nor its power misused. Let us be men among men. Let us put protection on our banner and our progress will be upward and onward. We have lived to see two secessions from our ranks through the strike clause; the B. of R. C. because we nursed it, and the I. O. R. C. because we weaned it, and by all appearances with reference to the latter order it was not done any too soon. In reference to our late G. C. C. much has been said. Why was this man allowed so much authority? Why did not our representatives hold this man in check? Having received the highest honor that man can receive from an organization, and becoming dissatisfied because the Order's ideas have advanced to meet the requirements of this age more rapidly than his own, now hurls back his real motive, like a viper, on the breast that nursed him from almost obscurity. He has used the scepter of authority, given him to promote the welfare of the Order, to his own selfish good, and betrays the trust and confidence reposed in him. The position he assumed in the C., B. & Q. strike was of such a sufficient nature to comprehend his motives. He thought to demoralize the Order, that he might feather his own

nest at the expense of others. Brothers, all this has happened through our own neglect. There has not been the interest taken by each and every one of us that the Order demands of us. Are we going to sit idly by and not do anything? Let us show in the year 1891 what good we have done in the year 1890. We compose the O. R. C. We must, we can make it an order that every railway conductor in the land will be proud to have his name enrolled among us. I am proud I belong to the O. R. C. and proud I am a member of its insurance. Are you, Brother? Much has been said about our insurance, with reference to its cost. It is true it costs; but they all cost, and when our insurance is compared to others, I think it is much cheaper. Look, Brother, at its noble cause; you are helping a Brother or his wife or children through it. Are you helping a brother by paying a policy in another association? It is the duty of every member who takes out a policy to take it with his own department. If you are not a member, recollect you owe it to your family to become so at once. I could accept no excuse whatever, but that every member of the O. R. C. should be a member of its insurance.

Yours in P. F.,

"PROTECTION."

MORISON, Aug. 13th, 1890.

Editor Railway Conductor:

Having been a number of years an earnest advocate of the principle of the "Federation" of all organizations of R. R. employes in train service, and since the elimination of the famous "strike clause" from the constitution of our Order at its last convention at Rochester, an enthusiastic worker to accomplish that, to my mind, desirable end I wish with all due deference to the opinions of others who have made this question a study and who are doubtless much better qualified to pass upon its merits, to say a few words to the members of our Order in relation to the question. When last June a few of the members of the B. of L. E. and O. R. C. at Sanborn decided to call a union meeting for the purpose of devising measures to bring about this much to be desired result, I with many others, supposed we were in the position to enter into such an arrangement on this system. After conversations with various members of the different Orders, parties already to a system of federation now in existence, and having been assured by them that they believed there was nothing in their obligations which would prevent their entering into a compact with the only two Orders in the train service, not already parties to this system of federation, I supposed that all that was necessary on our part was to gather

delegates from the different orders in a grand union meeting and there promulgate an agreement governing such members as became parties thereto, submit it to their respective Orders through their subordinate Lodges or Divisions and if universally approved, with the consent of the Chief officers of the different Orders declare it an established fact. What then, was my surprise, after the opening of the union meeting at Savanna, Ills., on the 10th of August, to learn that the four Orders, already parties to a system of federation, could enter into no arrangement with us on account of a defect in our laws which prevented us from taking the same stand in cases of troubles between R. R. Cos. and their train employes as that they would take. I say defect in our laws, because it became evident in the discussion of the question, that we could not, according to our present laws, enter into any arrangement which would be binding on the whole Order, and I consider they were perfectly justifiable in refusing to pledge their orders to any agreement to which we could only pledge ourselves as individuals. The O. R. C. has been in the past the most conservative organization in railroad train service, and it would ill become me to publicly question the actions of those who have made it so, believing that they were conscientious, in the course which they pursued, but I ask you is it safe to pursue that policy further? Our next regular convention is still a matter of the future, meantime the B. of L. E. will have held a general meeting at which they will so amend their constitution as to enable them to become parties to the agreement of federation now in existence and embracing all train employes except they and ourselves, and in my opinion they will at that meeting take such steps as will virtually make them a party to the federation. Where, I ask you and all the Order, will we stand then? In my opinion there is imperative necessity that *immediate* steps be taken to place ourselves in a position to take the same course as I believe and as I have been assured by some of their members they will take. The question of the expense is, in my opinion, not worth consideration in comparison with the necessity of the accomplishment of this object. Let us look the matter squarely in the face and not attempt to dodge the issue. If we are left alone outside the federation, how long will our Order stand? The protection we have depended on in the past is gone, and we have nothing in its place. What, I ask you is the sense in keeping up an institution to *compel* members to be loyal and support, (under all and every circumstance) each other, of what use would it be to say to railroad officials that we are not a striking organization when they call our attention to the fact that we have eliminated from

our constitution, the clause prohibiting such action? or of what use is it for us as individuals: to assert to other organizations that we will "stay with them" in any trouble they may have, when they know and we know that we can only promise as individuals? Will any such argument with either railroad officials or members of organizations that are already federated and prepared to define and defend their position? I say emphatically that I think not, and I believe every member of the O. R. C. will agree with me if they will only try and imagine themselves on the other side of the question, and see how they would feel should an irresponsible party come to them and ask to form a co-partnership with them. The first question would naturally be, what security can you give that you will carry out the provisions of this compact? If we are asked this question by the Orders composing this confederation, I ask what will our answer be? I tell you I am of the opinion, and I believe there are many more in the Order of the same mind, that our Order as it now stands is useless, and the sooner we assemble and place ourselves on a platform declaring for or against, the better it will be for us. Let us call an extra convention to be held not later than the middle of October, 1890, and declare ourselves in terms that cannot be misunderstood, either for or against a constitution that will permit us to stand side by side, shoulder to shoulder, with the balance of the railroad employes in train service in the United States, Canada and Mexico. Let us no longer stand before the world in an uncertain light and an object of ridicule both to the officials and employes of railroad companies. As the matter now stands, while our intentions are good we cannot convince either one party or the other of our true position.

Yours in P. F.,

K. N.

[Our correspondent is mistaken in asserting that no alliance could be formed on account of defects in our laws. The "federation" at Savanna was prevented by an officer of the Supreme Council ordering members of the four organizations not to take any part, and thereby exceeding any authority given him by their published laws or orders.

System federations, including the Order, have been formed, are operating successfully, and the matter is being considered elsewhere with prospects of success, although meeting the energetic opposition of the Supreme Council.]—ED.

MINNEAPOLIS, Minn., July 29th, 1890.

To the Members of St. Paul Div. No. 40, O. R. C.:

DEAR FRIENDS: I take this method of extending to you my sincere thanks and heartfelt gratitude

for the many acts of true brotherly kindness to myself and child during the long illness and subsequent death of my beloved husband. I wish also to extend my thanks to all members of the noble Order of Railway Conductors; I acknowledge their true worth by the manner in which they have so liberally contributed to our support in time of need. May God bless and prosper the noble Order; and I trust that all of your good acts may be perpetuated in heaven and that the Judge of all will be as considerate to you all as you have been to me and my child is the prayer of

Yours most respectfully,

MRS. P. T. WATERS.

DELMAR, Col., July 23, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO.—I desire, through THE CONDUCTOR, to contradict a rumor which has been circulated that Division No. 224 was to join seceders, and I now take the opportunity of saying that this rumor is a falsehood from beginning to end, as not a member of 224, to my knowledge, contemplates any such action, as the members of 224 are true and loyal men, who, if they desired to withdraw from the O. of R. C. would do so in an honorable and upright manner, and not in the dishonorable and disgraceful manner that some have done since the meeting of the Grand Division at Rochester. Our motto is, let us pull together and keep the good ship, O. of R. C., going.

Yours in P. F.,

WILSON PIERCE,

S. & T., Div. 224.

HALL OF LINCOLN DIV. 206, O. R. C. }
June 8th, 1890. }

WHEREAS, Messrs. Richter and Doland, of Springfield, Ills., have made and presented to this division a very fine and durable emblematic marble gavel block, beautiful in design and finish; therefore, be it

Resolved, That we accept this gift as being of great worth, and expressive of high esteem and kind regard for our Order; and, be it further

Resolved, That we appreciate in the highest degree the generous and kind regard that Messrs. Richter and Doland have expressed for the members of Lincoln Div. 206 in the presentation of this gift; and be it finally

Resolved, That these resolutions be spread upon the minutes of our meeting, published in THE CONDUCTOR and local papers, and a copy furnished Messrs. Richter and Doland.

Unanimously adopted by the division.

D. N. LEPPER, }
F. G. SCHMITT, } Committee.
JOHN J. ROHR, }

THE RAILWAY CONDUCTOR.

FEDERATION.

W. V. STAFFORD.

There's a matter just now causing a tremendous agitation,
 A matter that for many has a wonderous fascination,
 A matter that is getting now a world-wide ventilation;
 It is the Railroad Brotherhood's new scheme of federation.

Some look upon it in the light of a dangerous innovation,
 While others are enthusiasts, and loud in their laudation;
 And some are sure that it is good if used in moderation,
 And others yet believe that it will bring us tribulation.

New schemes are characteristic of this present generation;
 There's always someone with a plan for working out salvation,
 And while we may not yet have seen extensive realization
 We get our satisfaction in our future expectation.

It seems to me that there should be a little hesitation;
 The subject is a deep one and requires some cogitation;
 The scheme appears a good one and is a great temptation,
 But a hasty move may wind up in a heap of desolation.

Which ever way we go there'll be a good vociferation,
 For some are always in a state of bubbling fermentation.

What ever course be taken to insure a reformation,

It's sure to meet on some side with a hearty condemnation.

We shall be entitled to sincere congratulation
 If we can choose a course that adds unto our reputation,

For working for the good of all of our occupation,
 And improve to some extent the present strained retation.

For hasty moves in any way I have no admiration.

A thing that grows a little slow oft has the best foundation.

Work that's wound up with a rush in mood of desperation

Is apt to rebound with a wreck and cause a devastation.

That minds of men shall differ is a foregone ordination;

And on this subject we can't get a vote by acclamation,

But the minority may show a decent resignation

And not abuse their privilege by insubordination.

We want no change that does not tend unto our elevation.

I'm not inclined to advocate a too wide separation;

But I would much prefer that we should hold our present station

Rather than lose our elbow room and die of suffocation.

Editor Railway Conductor:

The following was unanimously adopted and I am directed to request publication in THE CONDUCTOR:

WHEREAS, In view of the fact that some past members of the Order have taken exception to the will of a constitutional majority, and have severed their connection with this Order only to start a new organization in hope of carrying out their threat that if they could not rule they would ruin; therefore,

Resolved, That Division No. 162, at a regular meeting, by a unanimous vote, give the Grand Officers and members of the Order this their assurance of their hearty support, and that we stand loyal to the principles of the Order;

Resolved, That we condemn the the action of the retiring G. C. C. and of various members, and as a division and individual members of this division will do all in our power to counteract their movement, and we call on all conductors and men of principle to keep aloof from these unprincipled men.

G. W. LEWIS,
 Secretary.
 W. J. MAXWELL,
 Chief Conductor.
 Philadelphia, Pa., July 6, 1890.

GALION, Aug. 12th, 1890.

Editor Conductor.

This day L. McBane, sec'y Div. 109 O. R. C. brought me a check for \$2500, for death of my husband C. F. Bunnison.

Permit me hereby to express my heartfelt thanks to the Order of Railway Conductors for having an organization, whereby their families are looked after when they are bereft of husband and father. I would advise all to become members of the insurance department as I fully appreciate the great good accruing from it in my case.

Yours respectfully.

MARY E. BUNNISON.



The Rhyme of Eppelin.

The wind from the south blew soft and free,
As I sat me down 'neath the linden tree:
And the rustling leaves which the branches bore
Repeated the story o'er and o'er,
That the mossy linden told to me.

Ages ago, in his castle tall,
Made strong and safe by moat and wall,
Lived the bandit knight named Eppelin,
In the gray old town of Sailengen,
Known far and wide and feared by all.

Scarce threescore knights his castle manned,
And yet so brave was the bandit band
That he lightly laughed with child and wife,
And he feared not death and he lived his life,
And no foeman's foot dared cross his land.

He watched from his towers with falcon eye
For train or caravan passing nigh;
And, like the falcon upon its prey,
He struck—and bore their wealth away,
And his red wine quaffed, as the "dogs" went by.

But the falcon fierce at last was caged;
In a king's dark dungeons he pined and raged.
And he who had scorned all earthly power
Stood face to face with his own death-hour.—
Yet a hidden hope his grief assuaged.

They led him forth ere the morning sun
On Nurnberg's wall had the day begun.
He bared his brow as the sun uprose,
And shook the straws from his prison clothes,
As he dreamed in his heart of a deed to be done.

For unto one condemned, though knave
Or peer, the law a last wish gave,
'T was a custom old—too old to tell—
But Eppelin prized the custom well,
For by it he hoped his life to save.

He begged his white steed again to ride.
Ere he should die, round the walls inside
The prison yard: "I would try as of yore
The long, free stride of my horse once more,
While his willing speed I curb and guide!"

The warder brought him his brave white steed,
Which never had failed at Eppelin's need
And he neighed with joy at his master's call,
And proudly the echoing hoof-beats fall,
As Eppelin urged him to utmost speed.

Then Eppelin bent to the saddle-bow;
He patted the neck as white as snow,
Carressing his forehead and eyes and breast,
And called him the name he loved the best,
And stroked his long mane's silken flow.

Then the noble steed uptossed his head,
And faster and faster around he sped:
Till warder and soldiers, to give him space,
Crept close to the wall from his circling pace,
For his hoofs shot fire as on he fled,

And warder and soldiers looked on and smiled
Without misgiving—though never so wild
And gallant a steed and daring a man
Had their eyes beheld since their days began—
For the castle walls were closely piled.

But the steed uprose and the knight struck spur,
He thought of his child and he thought of her
The love of his life.—Then a gleam of light,
And high on the battlements fair and bright
Stood the fiery beast, nor seemed to stir.

Thus half the deed was bravely wrought
And quicker than glint of sight or thought
Down from the wall themselves they cast,
And safely both steed and rider passed
O're the turbid moat, with danger fraught!

And this is the story the linden told
Of the robber Eppelin, brave and bold,
How he road away to his castle wild,
And held to his heart his wife and child,
Whom he loved better than life or gold.

—*Jennie E. T. Dowe, in St. Nicholas for August.*

A Mysterious Gift.

"Time is a mysterious gift," so our Pastor said
last evening in reference to the coming New Year.
Is time any more of a mystery than life? The
life that lives in us, is given us at our birth, and

may be taken from us at any moment? I remember when a child trying to study out how 'I came to be I'; and who would be 'I' if 'I' were to die.' Finally I carried my trouble to mother, whose reply was, "That is something mysterious, I can't tell you."

"I never have any mysteries", remarked a neighbor, of mine, a few days ago. Happy woman! When even our existence, our every action and all our thoughts are a mystery. A constant source of wonderment to an observing person, as to why we are, and why we do so. We cannot see the life when it comes to us, neither when it goes. Just to think if our mind could be spread out and made visible to the human eye. Think what a picture gallery would be unfolded to view! Such a variety of views! Tintings that no artist would dare aspire to reproduce with his brush. Such plainly wrought out tints of sorrow, joy, despair, rage, Ah! Even an average mind would present a rare, fearful and awe inspiring view. And to think that our Father in Heaven hath thought enough of one of his creations to bestow so rare a gift upon it, and how little some seem to value it. How thoughtlessly received and attended to, some of the tender minds intrusted to our charge. A responsibility that few of us seem to realize, judging from the hurry-scurry way some have of going through life. So many go fluttering along like the butter-fly, pausing here a moment, there a moment to taste of all the sweets and beauties of life. While to others seem given more of the snail's life, creeping along slowly, to be pushed hither and yon, anywhere, everywhere out of the way; hidden for days by the mud of the gutter, then thankful for a stray gleam of sunshine, that is all the brighter by contrast.

Oh, the phases of life are many and varied. And in them all, each one's sunshine is the brightest, and each one's cloud the darkest. But behind them all is the hand of the Father who "doeth all things well." And may He teach us to remember, no matter how alluring the pleasures of life may be, it is short, very short at the longest, and eternity is forever and ever! Such a weary time for those to look forward to, who have made no preparation for it, and perhaps sold their heavenly birth-right for a mess of sinful pottage to turn to ashes in mouth and heart. But oh, poor misguided ones, the bitterness must go on and on through all eternity.

Embarrassing.

Children sometimes tell the truth at the most inopportune moments, much to the discomfort of their elders, writes a correspondent, who relates that a lady of her acquaintance, whose home was

charmingly managed, had two roguish, irrepressible boys.

One afternoon this lady had company. She was particularly anxious to produce a favorable impression and took great pains for this purpose. She prepared an elaborate supper.

The guests and family were gathered about the tea table, when one of the boys surprised his mother by exclaiming during a lull in the conversation, "Tell you what, ma, we don't have such a supper's this very often, do we?"

There was a momentary pause; the hostess blushed, and then said with a laugh, "No, Johnnie, this is a company supper." The reply and the little laugh prevented any feeling of awkwardness.

After supper the company retired to the parlor, where the lamps were lighted, and here that artless boy fired another shot at his mother's weak armor.

"Oh, ma!" he cried, "you've borrowed Aunt Sally's new lamps, ain't you?"

If annoyed, the mother did not betray it; but making a smiling grimace to her guests, she said, "It's no use trying to shine in borrowed plumes with my boys.—*Youth's Companion.*

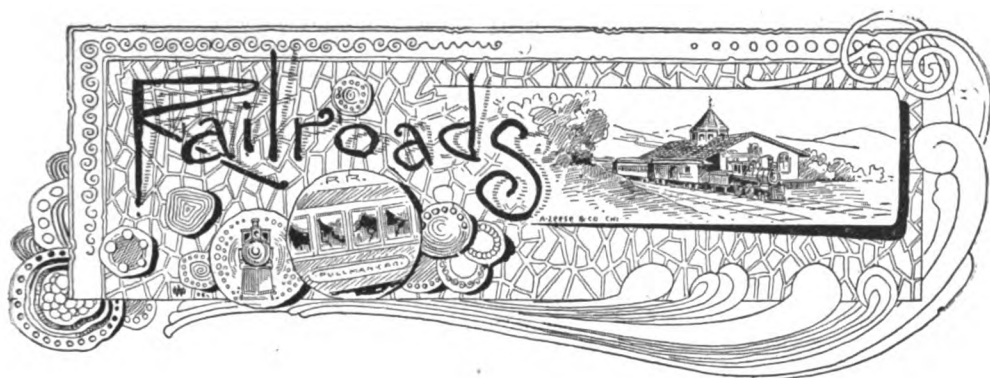
A Dialogue.

LUI.

Oh, have you found the Fount of youth,
Or have you faced the fire of Kor?
Or whence the form, the eyes, the mouth,
The voice, the grace we praised of yore?
Ah, lightly must the years have sped,
The long, the labor-laden years,
That cast no snows upon your head,
Nor dim your eyes with any tears!
And gently must the heart have beat,
That, after many days, can send
So soft, so kind a blush to greet
The advent of so old a friend.

ELLE.

Another tale doth it repeat,
My mirror; and tells me true!
But Time, the thief of all things sweet,
Has failed to steal one grace from you.
One touch of youth he cannot steal,
One trait there is he leaves you yet,
The boyish loyalty, the leal
Absurd, impossible regret!
These are the magic: these restore
A phantom of the April prime,
Show you the face you liked of yore,
And give me back the thefts of Time!
—*Andrew Lang, in August Scribner.*



Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.,

TRANSPORTATION DEPARTMENT.

INDIANAPOLIS, IND., 1890.

From and after August 1st, 1890, the following wages will be paid, except as specified:

1st. Passenger Conductors running passenger trains when their runs are 75 miles or more, will receive 25½ mills per mile, except on Cairo and Peoria divisions.

2d. Conductors running through freight trains will receive 29 mills per mile, and will be allowed the same number of miles that Engineers and Firemen receive. They will be paid 29 cents per hour for all detentions over two hours. When delayed over two hours, the first two hours will be included. Road overtime to be computed from current time tables of respective divisions. Running time of extra trains to be computed in like manner. The longest run on current time card (except local) on the division to govern.

3d. Local Freight Conductors on Chicago division will be paid \$85.00 per month, or upon that basis for such portion of the month as they may work. Local Freight Conductors on Cairo division that run daily will be paid \$95.00 per month. Should Local Freight Conductors on Cairo division run four days per week, they will be paid \$85.00 per month. Local Freight Conductors on other divisions will receive an increase of \$5.00 per month, or upon that basis for such portion of the month as they may work. They will be paid 29 cents per hour for all detentions over two hours. When delayed over two hours, the first two hours will be included. Road overtime to be computed from current time table of respective divisions.

4th. Conductors running suburban trains between Cincinnati, Harrison and Aurora will receive \$85.00 per month.

5th. Branch Conductors running out of Greensburg to receive \$70.00 per month. Conductors doubling between Seneca and Sheldon to receive \$80.00 per month. Conductors doubling between

Kankakee and Seneca to receive \$75.00 per month. Conductors running connection trains between Lawrenceburg Junction and Aurora to receive \$70.00 per month.

6th. Conductors running circus, work, wreck,

7th. or picnic trains will be allowed constructive mileage of 150 miles per day. Wreck or work trains working six hours or less to receive 100 miles; over six hours 150 miles.

8th. Conductors deadheading on company's business are to be paid actual time at the agreed rate per mile allowed for their branch of service. Full time to be allowed for light trains.

9th. Conductors attending court as witnesses, or attending to other business, when such duties are performed at the company's request, will be paid at the rate of compensation they would have received had they been in regular service, and actual expenses.

10th. When a Conductor is called for a run and the train is annulled, he shall receive the agreed rate per hour while on duty (see article 2d and 3d) and shall stand first out.

11th. Crews that have been on duty for 20 consecutive hours should have eight hours' rest before going on duty again, unless they go voluntarily.

12th. When crews are marked for any run, or are ordered by an officer in authority to be ready at a given time, and not released, if delayed over one hour, they are to be paid at the agreed rate for their services (see 2d and 3d article) from the time they were first marked or ordered to go out; except that no time will be allowed should train arrive at terminal, having made schedule time; such schedule time to be computed from the time Conductor was ordered out.

13th. If a Conductor is taken off his run for any cause, he shall be granted a full investigation, hearing and decision within five days, at which time he shall have the right to have another Conductor of his own selection to appear and speak for him, and shall have the right to appeal from

the decision of a local to the general officers of the road. If exonerated he shall receive pay for lost time.

14th. Freight Conductors will, whenever practicable, be assigned to divisions and run first in first out in the service to which they were assigned. The right to regular runs and promotion will be governed by merit, ability and seniority. Other things being equal, the Conductor who serves the longest on any division of the road will have the preference of runs on such division.

15th. Conductors will not be expected to take charge of light engines in connection with their trains.

16th. Callers will be furnished to call Conductors living within a radius of one mile of the Yard Master's office, at all freight terminals;

E. A. PECK,

General Supt.

APPROVED:

W. M. GREENE,

General Manager.

Memorandum of Agreement Between the Louisville & Nashville Railroad Company and the Freight Conductors on the Main Stem First Division and Knoxville Division.

1st. Through freight conductors shall be paid as follows: between Louisville and Bowling Green, on fast freights \$3.00 per trip, and on slow freights \$3.25 per trip. Knoxville Division: 1st Division \$3.10 per trip, second Division \$2.90 per trip: other runs on Knoxville Division to be figured on same basis as rates paid Knoxville Division second division conductors, according to the miles run.

2nd. Local freight conductors shall be paid \$85.00 per month with three crews for first division Main Stem. Should they be called for other than their regular runs, they shall be paid according to the run they go out on.

3rd. Allowances for light runs with engine and caboose will be paid at the regular rate for freight train service.

4th. At Louisville and Bowling Green conductors are to be called in the same manner as engineers. Arrangements are to be made with the superintendent as to what calling is to be done at Rowland.

5th. After continuous service of sixteen hours or more, conductors shall be entitled to, and be allowed eight hours for rest before being called to go out, provided they so desire, and give notice thereof, except in case of washout, wreck or other emergencies.

6th. Where a conductor is taken from his run

for an investigation for an alleged offense, he shall if found innocent, be paid for time lost, no punishment to be fixed without a thorough investigation, ordinarily said investigation to be held within five days from the date of removal from service.

7th. All crews required to dead-head will be allowed half pay.

8th. Work train conductors shall be paid \$85 per month, and if called up at night for extra service they shall receive extra pay for such time.

9th. When a train arrives at a division terminal after having consumed in making the trip more than two hours in excess of the time allowed for such train by its schedule, conductors shall be allowed delayed time at the rate of thirty cents per hour for each hour or fractional part thereof in excess of such two hours. The schedule of extra trains shall, for the purpose of computing delayed time, be based on the average time of slow freight trains between same points.

10th. Conductors on Louisville division will receive the same rates on wrecking trains as will be paid the L. C. & L. division conductors, that is conductors on wrecking trains will receive 35 cents per hour, for actual working time and 3 cents per mile for running mileage.

This agreement to take effect August 1st, 1890. Louisville, Ky. July 14th, 1890.

The Louisville & Nashville Railroad Co.

By J. E. Metcalfe, General Manager,

L. L. LUDWICK, } Conductor
W. T. GRAHAM, } Committee.
W. T. ASHER.

St. Louis, Mo., July 30, 1890.

To all Divisions:

BROTHERS:—St. Louis Division No. 3 will hold a union meeting at their hall, corner Sixth and Walnut streets, Sunday, Aug. 31, 1890, at 10:00 A. M., and we hope that every division of the Order will be represented.

Questions of vital importance to our Order will be brought forward and discussed, and believing that an interchange of ideas and opinions will be of mutual benefit to all, we ask all divisions of the Order to send one or more delegates, and have them come to us thoroughly posted in regard to the wishes of their respective divisions. An invitation has been extended to our Grand Officers, and we have been assured that they will be present.

R. E. FITZGERALD, C. C.
W. F. LEWIS, S. & T.



St. Nicholas has a charming frontispiece for August. It is an illustration by Birch to the serial story "Lady Jane," and shows the former dancing-master, who has become a greengrocer, recalling his triumphs in teaching the pretty heroine the elaborate steps in vogue during his youth. The story itself is delightful. Some of the summery features are "the White Mountain Coaching Parade" of decorated tally-hos in competition for prizes, described in a sketchy way by Hellen Marshall North; "A lesson of the Sea," by W. J. Henderson, a simple bit of strong descriptive writing; "A Remarkable Boat Race," wherein Walter Camp describes the Atlantic-Yale race and its sensational feature—the leaping from the boat of Yale's stroke after he had broken his oar; "The Sea Princess," a pretty picture described in musical verse by the artist, Miss Katharine Pyle; "Cupid and Crab," an odd little fancy of the sea shore, daintily illustrated by Albertine Wheelan Randall; "The Audacious Kitten," one of Oliver Herford's jests with pen and pencil.

The serials are continued effectively, and the African and Base-ball papers are of the usual interest and value.

Besides the features mentioned, there is an account of Miss Olof Krarer, the first native of East Greenland who has visited civilization. The sketch is illustrated by two photographs, showing Miss Krarer in native and in civilized costume.

The little ones will welcome "Fableland Stories" by John H. Jewett, the author of the *Bunny Stories*, and will enjoy the numerous jingles and pictures which always make *St. Nicholas* seem brimming over with richness—and they will also be interested in following the fortunes of the Brownies in the yacht race.

The contents are well varied, strong, and as usual, of a high order of merit.

It is because "The Anglomaniacs" presents a novel aspect of New-York life with uncommon pith and wit that the third part, in the August number of *The Century*, will be probably that portion of the magazine to which most readers

will first turn. They will find a crisis approaching in the devotion to Miss Lilly Floyd-Curtis, of Lord Melrose, and look rather keenly for a solution in the concluding installment, in September. In the new chapter of Mrs. Barr's striking novel, "Friend Oliva," the heroine sets sail for America with her father, who goes in search of religious freedom and converts. The short story of the number, "The Emancipation of Joseph Peloubet," by John Elliott Curran, introduces a Frenchman who turns his back in disgust on the Second Empire, starts a newspaper in New York which advocates emancipation of the slaves, and collapses, and who then returns to his trade of baking, until the breaking out of the war, when he enlists, and his ideals are realized and his life is sacrificed.

Few readers will reach the end of the second paper by Dr. T. H. Mann on his experiences as "A Yankee in Andersonville," without being profoundly touched by the pathos of his helpless journey to his home in Boston. The realistic pictures, made from photographs, add to the interest of the narrative of life in the prison-pens at Andersonville and Florence. Another article bearing briefly on the history of the war, is Miss S. E. Blakewell's statement in "Open Letters" of "The Case of Miss Carroll," whose claims for services to the Union are still unconsidered by Congress.

In the tenth part of "The Autobiography of Joseph Jefferson," the comedian writes most entertainingly of John Brougham, Edwin Adams, Charles Fechter, George Holland, and of other favorites who have not long been absent from the stage. Another illustrated feature of the number that is pervaded by an artist's personality, is the fifth installment of John La Fargé's "Letters from Japan." There is also a decided literary quality in Mrs. Amelia Gere Mason's fourth paper on "The women of the French Salons," which treats more particularly of the salons of the Eighteenth Century.

John Muir, who writes too seldom in these days; contributes an important paper on "The Treasures of the Yosemite." The article is richly illustrated and there are maps to indicate the boundaries of the proposed enlargement of the Yosemite

Park by the creation of a new national park to preserve the sources of the waters that are such an indispensable feature of the old park. Mr. Muir, who is recognized as qualified to give a weighty opinion in the matter, urges the attention of the public to the preservation of the Yosemite.

Other illustrated features of the number are W. J. Stillman's paper on the "Italian Old Masters," Sandro Botticelli, with three full-page engravings by Cole; an entertaining account, by Gustave Kobbe, of "The Perils and Romance of Whaling;" and the second part of Harriet W. Preston's "Provençal Pilgrimage," illustrated by Pennell.

President Eliot, of Harvard, contributes "The Forgotten Millions," a study of the common American mode of life, as typified by the permanent native population of Mt. Desert. In "Topics of the Time" there is a discussion of the "Distaste for Solitude," of "The New School of Explorers," as exemplified by Stanley; and a brief comment on Mistral and his poetic country of "Provence." In "Open Letters" the Rev. Alfred J. P. McClure describes the work of the "Siberian Exile Petition Movement of Philadelphia," and Abbot Kinney replies to Major Powell's article in the April *Century* on the arid regions of the West.

Besides the poems in *Bric-a-Brac*, the number contains a charming poem on Shakespeare, by Thomas Bailey Aldrich, entitled "Guilielmus Rex," and poems by Harriet Prescott Spofford, Frank Dempster Sherman, Edith Thomas, Bliss Carman, and Charles G. D. Roberts.

Scribner's Magazine for August is a Fiction number containing six short stories, five of them illustrated. As is usual in this magazine, a number of entirely new writers are brought forward with stories of striking originality. They show great variety of scene and subject, and include a Newspaper story, a tale of Army life, a California story, a Maine woods story, and a New York City story, besides Mr. Bunner's capital burlesque modernization of Sterne's "Sentimental Journey." There is also the beginning of Part Second of the remarkable anonymous serial, "Jerry," which brings the hero to manhood and opens his adventurous career. In this new phase of the novel the writer exhibits virile characteristics which were not demanded in the pathetic description of Jerry's youth. The fiction idea of the number is further carried out in the very richly illustrated article by the Blashfields on "The Paris of the Three Musketeers." The veteran London publisher and close friend of Stanley, Mr. Edward Marston, tells, with striking illustrations made at Cairo, "How Stanley Wrote His Book." There are also poems by Thomas Bailey Aldrich and Andrew Lang.

Among the notable artists represented in the illustrations are J. H. Twachtman, C. D. Gibson, E. H. Blashfield, Kenyon Cox, Joseph Bell and Frank Fowler.

The pictures in the leading article are among the best that Mr. Blashfield has made, reproducing the costumes, architecture, furniture, etc., of the Paris of Louis XIII.'s time (1627-1660.) The text is a spirited and picturesque description of the life of that epoch. The whole article reconstructs the background of Dumas's great romance with pen and pencil, and makes very real a distant period and people.

Mr. Marston's "How Stanley Wrote His Book," is a near view of the great explorer at work at Cairo, giving an intimate idea of his personality as it appears to one of his oldest friends, Joseph Bell, the English artist, who prepared many of the sketches for Stanley's book at Cairo, under his personal direction, illustrates the article with a number of pictures of Stanley at work. Several pages of the explorer's note-books are reproduced in fac-simile.

H. C. Bunner contributes a continuation of Sterne's "Sentimental Journey," writing in the quaint manner of that author, "A Sentimental Annex," describing a visit to modern New York.

Richard Harding Davis, a son of Rebecca Harding Davis, has written a newspaper story, entitled, "Gallegher," in which, for the first time, the much-abused "office boy" gets his dues, and turns out a hero. C. D. Gibson illustrates this story, as well as the tale of a New York City house in mid-summer which, by a curious misunderstanding, becomes the boarding-place of "A New England Ingenue." This is the beginning of a very pretty comedy of errors, which develops into a love-story. The author is John Seymour Wood, a New York lawyer.

The "enlisted man" has not often appeared as the hero of American army stories, though Rudyard Kipling has recently made him famous in his sketches of Anglo-Indian life, "Sergeant Gore," by Leroy Armstrong is, however, a very truthful sketch of life at a Western army post as it turns around the love affair of an enlisted man and the Colonel's Spanish-American nurse-girl. It is illustrated by W. L. Metcalf.

Miss Annie Eliot (whose "From Four to Six" in the last Fiction number of *Scribner's* will be recalled) writes the story of a summer flirtation in the Maine woods, with a woman of fashion and a country minister as the chief figures. The story is called "Decline and Fall," and is illustrated by Frank Fowler.

The beautiful Indian baskets of California, which have become the craze of collectors, furnish the motive of Grace Elroy Channing's romantic story of "The Basket of Anita."

Mr. Aldrich contributes a dramatic poem, "The Sisters' Tragedy," one of his most finished productions, for which Keuyon Cox has drawn head and tail pieces.

There are other poems by Andrew Lang, G. Melville Upton (illustrated by Twachtman,) and Emily Dickinson.

"The Point of View" discusses "The Tyranny of Things," "An Obsolete Distinction," and "The Passing of a Week."

A New Magazine.

The Polytechnic is the name of a new magazine to be published in Chicago, the initial number of which will be issued next month. Like the London magazine of that name it will be the organ of a Polytechnic Institute, which in this case has been lately started in Chicago, and will be modelled after the famous London institute of similar name, an interesting account of which was given in the "Century" for June. The first number will be largely descriptive of the work of the Institute, especially its Trade Schools, a peculiar feature of which is that students may earn their expenses while in attendance, and can learn almost any trade. As this promises to solve the vexed apprenticeship question, all Master Associations are warm supporters of the movement. An article on the new Evening Medical College of Chicago is also included in this number. The ladies will be interested in the description of the Cooking, Millinery and Dressmaking schools of the Chicago Polytechnic Institute. Published at the S. E. Corner Madison Street and Fifth Ave., Chicago, Ill. Sample copy, 10 cents.

The Grip Sack, published in the interest of the "commercial tourist," is chock full of readable matter.

If a "new dress" complete is any indication of prosperity, the *Switchmen's Journal* is prosperous for its last issue is printed from new type throughout, and is a credit to the association which publishes it.

Among the welcome visitors for August, is the *Railroad Trainmen's Journal*, and we can assure Brother Rogers that his kindly words and extremely mild criticism is appreciated, as well as the feeling generally evinced by officers and members of the B. of R. T. If the spirit evinced by the management of this publication since the last convention of the B. of R. T. was more general, it would be far better for all who have to do with train service.

Promptly as usual *The B. of L. E. Journal* comes to hand, and needs no words of praise from so much younger a craft on the journalistic sea. By the way, "its none of our funeral," but isn't the word "Journal" a little "frequent" in the nomenclature of railway publications? Wouldn't "The Switchman," "The Engineer," "The Fireman," or "The Locomotive Fireman," and "The Railway Trainman," be an improvement on the present titles?

Our good friend Debs, is still somewhat "vitriolic," and continues in the August number of the

Firemen's Journal, to consign the Order to an untimely grave. We are sorry to disappoint Mr. Debs by declining to give up the ghost, and sincerely hope that he will feel better now that he has relieved his mind of a "weary weight of woe." The insinuation that THE CONDUCTOR dare not criticise Mr. Corbin until he retired from the presidency of the Reading has no force, from the fact, that a prior number of THE CONDUCTOR sharply criticised the newly promoted assistant general superintendent, and if Mr. Debs were disposed to be fairly honest, and is at all conversant with facts, he would make no such charge against THE CONDUCTOR with its present temporary editor. We had intended to quote his articles, but space prevents in this number. We may give them hereafter.

Hypnotism—mesmerism—by whichever name you choose to call it—is a subject of special interest to everybody at present, and everyone would be pleased to have ocular demonstration of some of the wonderful phenomena produced by this weird art or science. Opportunities, however, are few; but those curious to learn the *modus operandi* may do so by reading the description of "A Hypnotic Seance," illustrated with pictures taken from life, published in *Demorest's Family Magazine* for September. It is by thus giving special attention to timely topics, keeping "in touch" with the sentiments and new ideas of the day, that this ideal magazine has achieved its well deserved popularity.

Another timely paper is "On a Millionaire's Steam Yacht," the text and the fine illustrations giving a vivid idea of Jay Gould's "Atalanta," the floating palace in which he and his guests enjoy "life on the ocean wave." Every one cannot be a millionaire and own a steam-yacht, but one can read about it and imagine how it would seem.

Then read "Wings, Songs; and Stings;" and if you do not decide that the topic is timely, and feel a new interest in the mosquito, we are egregiously mistaken. The story matter is fully up to its usual high standard, every one who has "a sweet tooth" will be interested in "A Box of Candy," the housekeeper will be specially pleased with "A Normandy Kitchen," every one of "our girls" should read "Girl Bachelors vs Husband-Hunters," and the children will be delighted with the kindergarten amusements and the story of "A Dutch Doll." We have not space to enumerate all the other attractions; but there are nearly two hundred fine illustrations, and a lovely water-color that every one will appreciate for its artistic effect and truthfulness to nature. How all this is done for 20 cents a number, \$2 a year, is a problem. Published by W. JENNINGS DEMOREST, 15 East 14th St., New York:



WRIGHT:—In Buffalo June 7th, 1890, Mrs. Francis C., wife of Alonzo M. Wright, aged 47 years.

Brother Wright has the sincere sympathy of many friends in this affliction which shadows a once cheerful and happy home.

At a regular meeting of Palestine Division No. 77, Order of Railway Conductors, held June 22, 1890, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the Supreme Grand Chief Conductor of the Universe to remove from our midst our late Brother, W. C. Mangum, of the International & Great Northern Railway; and,

WHEREAS, The intimate relations long held by our deceased Brother with the members of this Division, render it proper that we should place on record our appreciation of his services as a brother and his merits as a man; therefore, be it,

Resolved, That while we bow with humble submission to the will of the Most High, we do not less mourn for our Brother, who has been called from his labors to rest.

Resolved, That in the violent death of Brother Mangum, this Division loses a Brother who was always active and zealous in his work; as a Brother ever ready to succor the needy and distressed of the fraternity, prompt to advance the interests of the Order, devoted to its welfare and prosperity; one who was wise in council and fearless in action; an honest and upright man, whose virtues endeared him not only to his Brothers of the Order, but to all of his fellow citizens.

Resolved, That this Division tenders its heartfelt sympathy to the family and relatives of our deceased Brother, and hope that in their sorrow they may find comfort in Him who doeth all things well.

Resolved, That these resolutions be entered upon the minutes of this Division and a copy sent to the family of our deceased Brother, and also published in THE RAILWAY CONDUCTOR.

B. F. BLOUNT,
W. L. WILDER,
W. N. PAGE,

Committee.

At the regular meeting of Division 101, Order of Railway Conductors, which met July 20, the following resolutions were adopted:

WHEREAS, It was the will of the Almighty Ruler of the universe to remove from our midst Grover C., the infant son of our beloved Brother, Thos. Lawlor.

Resolved, That our heartfelt sympathy be extended to the family of our esteemed Brother in their irreparable loss, and that a copy of the resolutions be sent to the family of our Brother, and a copy sent to the RAILWAY CONDUCTOR.

J. H. MCCLINTOCK,
M. MANSFIELD,
E. A. ROSSER.

PINE BLUFF, Ark., June 29, 1890.

At a regular meeting of Cotton Belt Division No. 251, June 29, 1890, the following resolutions were adopted in memory of our worthy Brother, L. Cody, a member of this Division, No. 5251:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to permit death to enter the circle of Division 251, and remove from our midst our worthy and beloved Brother, therefore, be it

Resolved, That in his death we feel as brothers and members of the Order of Railway Conductors, that we have met with a loss that can never be repaired. Our Brother had endeared himself to us by his strict adherence to the principles of our Order, by the faithful discharge of his duties, by his pleasant and cheerful manner, and his kindness and sympathy in distress and sorrow. Though his death was sudden, we may hope that his is perfect rest. We shall miss him in our division room, as he always met with us whenever it was possible to do so. We shall meet him no more on earth, but we may hope to meet him in the presence of the Most High who doeth all things well.

Our beloved Brother had been afflicted for some time with rheumatism, but still continued in the discharge of his duties until quite recently, when he was compelled to go to Hot Springs for

treatment, and while there it became necessary to perform an operation on him, from which he never rallied, and died June 16, 1890.

Resolved, That our charter be draped in mourning for thirty days, and that these resolutions be put upon the records of our division. That they be published in each of our city papers and a copy be sent to Miss Sarah McNalley, of Brinkly, and published in THE CONDUCTOR, and that a vote of thanks be tendered the ladies of Pine Bluff and Brinkley for their kindness in decorating the grave of our worthy Brother with flowers.

IN MEMORY OF OUR DEAR BROTHER L. CODY,

Dearest brother, thou hast left us,
Ere we breathe our last farewell;
Who can tell the grief and sorrow
That within our bosoms dwell?
We must give thee up, dear brother,
Whom we loved so long and well,
It is passed, the hopes are blighted,
O, our loved one, fare thee well.

O. J. KINGSBURY,
W. W. ALEXANDER,
W. C. HUGHEN,
S. L. WAINRIGHT,
C. L. CHESTNUTT,
J. H. NEIMEYER,
Committee.

DETROIT, Mich, 1890.

WHEREAS, It having pleased the chief of all conductors to remove by accidental death from our midst Brother Michael D. Hunt; therefore, be it

Resolved, That we extend to the family of our deceased Brother our profoundest sympathy in their great affliction.

Resolved, That our charter be draped in mourning for thirty days, in honor of our deceased Brother.

Resolved, That these resolutions be spread upon the minutes of this division; that a copy be published in the RAILWAY CONDUCTOR, and that a copy be sent to his family.

W. H. McALLISTER, }
M. RONAN, } Committee.
JNO. P. COURTRIGHT, }

HALL OF DIVISION NO. 40. }
ST. PAUL, Aug. 3, 1890. }

On July 24th, Brother P. T. Waters, of Division No. 40, after an illness of nearly two years, was called to that home on high where sin and sorrow are no more. On the 28th of August, 1888, Brother Waters had a paralytic stroke from which he never recovered. Unfortunately he forfeited his membership in the Benefit Department on the 31st day of July of the same year. He leaves a wife and one child without any means of support.

At a meeting of the above, the following resolutions were adopted:

WHEREAS, Almighty God, in his infinite wisdom has taken unto himself our highly esteemed Brother, it is befitting for us, as members of St. Paul Division No. 40, O. R. C., that we should place on record our appreciation of him as a Brother; Therefore, be it

Resolved, That in the death of Bro. P. T. Waters Division No. 40 loses a noble member and his wife a kind husband and his child a loving father.

Resolved, That while words of sympathy can not assuage the deep sorrow placed upon the bereaved family, we can only refer her to Him who doeth all things well, as her only comfort in this, her sad hour of affliction.

Resolved, That a copy of these resolutions be sent to the bereaved family under seal of the division; also to THE CONDUCTOR for publication and to be spread on the minutes of this meeting.

F. M. SANDERS, }
C. W. LITTLE, } Committee.
HART ROSCOE, }

At a regular meeting held by R. B. Hawkins Division, No. 114, the following resolutions were adopted:

WHEREAS, God in his manifest wisdom has taken from us by death our beloved Brother, D. H. Phillips, who died in Pittsburgh, June 22, 1890, about 3 p. m.

Resolved, That in the death of husband and father, D. H. Phillips, the deep and heartfelt sympathy of this division goes out to the bereaved family.

Resolved, That in the death of our beloved Brother, R. B. Hawkins Division loses a faithful member.

Resolved, That while words of sympathy cannot assuage the deep sorrows placed upon the bereaved family, we can only refer them to Him who doeth all things well, as their only comfort in this, their sad hour of affliction.

Resolved, That our charter be draped in mourning for thirty days, in memory of him who has crossed the dark valley and entered into the brighter realms of an eternal home.

Resolved, That a copy of these resolutions be sent to the grief stricken family under seal of the Division, also to THE CONDUCTOR for publication, and be entered on the minutes of the meeting.

Committee,
GEORGE YOUNG,
A. N. BAKER,
J. W. WRIGHT.

DIED:—July 25, 1890, Raymond Hill.

At a regular meeting of Jackson Division 149, O. R. C., held August 4, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Great Ruler of the universe to remove by death the only child of our esteemed Brother, A. H. Hill and wife. Be it

Resolved, That we, Brothers, do most sincerely sympathize with them in their hour of bereavement.

Resolved, That these resolutions be placed upon the records of our Division, a copy sent the bereft parents, and to THE CONDUCTOR for publication.

J. E. BARRY, }
W. J. HUNT, } Committee.
C. W. SHEARIN, }



"TOTE" FAIR.

We regret to note that publications and speakers who profess love for the Order and its members, continue to misrepresent it by asserting that the Grand Division or any member of it apologized for any action. Any one who reads the article on page 543 of the August 1st CONDUCTOR and thereafter repeats the assertion that the Grand Division apologized evinces a peculiar kind of friendship for the Order and its members. The whole trouble is, that with a few, nothing but the demise of the Order will be satisfactory, although they profess great regret that anything of the kind should be possible. The regret can be saved, for the Order and its members, while wishing to be as accommodating as is consistent with their own interests, will hardly give up the ghost merely to permit a few self-appointed prophets to say "I told you so."

It has been asserted that the Order of Railway Conductors did not make of itself a strike organization by its action at Rochester and it is true, at the same time, it placed itself in a position where its members can protect themselves when occasion requires, and any one who has the most superficial acquaintance with the membership, will hardly assert honestly and sincerely, that he thinks they will not do so if the necessity occurs. Geo. W. Howard, who in 1887 was train master on the Monon, knows that the members of the Order protected themselves on that road, and he also knows that they counseled with and acted upon the advice of the writer, although at that time it was the opinion of many that we were "tied up." Mr. Howard also knows though he may hesitate to admit it, under present circumstances, that it will not be entirely safe for any railway officer to treat members of the Order as some have been treated in the past, and he also knows that notwithstanding the fact that no member of the Order is obliged to obey any Grand Officer or Committee no matter what they may direct, that no member or number of members of the Order will fail to receive the full support of the Order in any just cause even if it should result

in the extremity of a strike. He also knows that the Order is now on a protective basis, and that it can and does fully protect its members, although he may not, under the circumstances feel like testifying to it publicly. We believe with Mr. Howard that there should be but one organization of conductors in America, and we further believe that there will be but one, and that that one will be the Order of Railway Conductors. It is hardly possible that an association with the present standing and number of members the Order has, will yield its title or organization, particularly when we consider the fact that it is now growing more rapidly than at any time during its history, hardly a division in the entire Order reporting less than five accessions during July, while many of them report fifteen to twenty and among those that report the larger number is a New England Division, and there are also petitions for charters from something over twenty points, and organization of Divisions is only delayed by the requirement of our laws requiring some Division to pass upon each petition. With the B. of R. C. as with the B. of L. E., we believe the majority of the members of the Order are in favor of adopting squarely, fairly and without reservation the platform of the B. of L. E. as announced in the June Journal of letting "bygones be bygones" and we believe there will be no disposition on the part of any, to continue any of the feeling engendered by what we still believe to have been illegal and unfair action on the part of some of those who left the Order to join the B. of R. C.; we still think, as we did at the time, that Mr. Howard did wrong when he endeavored to retain his membership in the Order while deavoring to injure it, but we can again call that gentleman to witness that there has never been any personal animosity between us, and we believe the members of the Order generally, are ready to clasp hands "across the bloody chasm" with the B. of R. C. as well as the B. of L. E.; as ready to forgive any injury, real or fancied as they are to be forgiven; are willing to make mutual concessions to the end that the highest benefit for all may be reached, and simply request that we be not misrepresented. We will submit to much in the interest of peace and harmony but the golden rule cannot be made the invariable rule of our conduct if misrepresentations and jealous attacks continue.

THE IRON MOUNTAIN SETTLEMENT.

All differences between the Iron Mountain railroad trainmen at Little Rock have been satisfactorily adjusted, and the strike which threatened to stop the wages of employes on the one hand and reduce the earnings of the company on the other, is now a thing of the past, and harmonious relations have been restored. Word was received here yesterday by the railroad company fully confirming the *Republic's* dispatch, and adding that the terms of settlement have been reduced to writing and signed by all parties interested.

The *Republic* does not propose to fan the ashes of an expiring fire into fresh flames, but now that the danger seems to have been passed, will say that the Iron Mountain railroad company officials and a large number of its employes have been treading on very ticklish ground during the past month. On one or two occasions the ill-advised publication of half truths and so called "news" by "enterprising" afternoon papers have very nearly overturned the efforts which Mr. S. H. H. Clark, of the Missouri Pacific, and Mr. S. E. Wilkinson, the Grand Master of the Order of Railway Trainmen, and Mr. E. E. Clark, Grand Chief of the Order of Railway Conductors, were making on behalf of the several interests they represent, to find a basis of settlement which would be fair and just to all concerned.

On the occasion of Mr. E. E. Clark's first visit to St. Louis at the head of a committee of his Order he was seen by a *Republic* reporter, and at that time the situation was certainly serious enough to warrant alarm for the welfare of the corporation and employes alike. General Superintendent Ricker first took the matter up with the men, and afterwards Mr. S. H. H. Clark met committees of both orders and on several days patiently discussed with them the points at issue. The discharge of Trainmaster Flanders, which was demanded by the Brotherhood of Railway Trainmen, was vigorously opposed by the Order of Railway Conductors, who supported that official heartily. The demand for his discharge was finally withdrawn on condition that the complaints against that official should be investigated by Division Superintendent W. T. Kelly and the proper action taken to secure what the men called "a square deal" in the future. Mr. Ricker had gone to Louisiana on business connected with the extension from Dermott to Monroe, but Mr. Kelley's arbitration having proved satisfactory to the men, Mr. Ricker came back to Little Rock, and with the two chiefs of the orders mentioned, took up the matters in dispute in detail, and, after several days of hard work, the whole affair has been satisfactorily settled. Many a strike has been precipitated for reasons of far less moment than those involved in this instance, a little hot blood on the part of the men, a little impatience or superciliousness on the side of the railroad manager, and then—the fireworks. No earnings for the road and commerce at a standstill. No wages for the men and wives and children without food. As the matter stands now a serious strike has been averted by the diplomacy and square dealing of three men, representing three separate interests—S. H. H. Clark, E. E. Clark and S. E. Wilkinson. They have all done good and sensible service for the interests they represent, and in doing so have not only established a precedent which will be of

use to them hereafter, but they have helped to educate each other along the lines of common-sense and mutual help.

As will be seen by the above from the *St. Louis Republic*, the difficulties on the Iron Mountain have all been satisfactorily settled. The *Republic's* account is a fair statement and the interests of the Order and its members were fully protected by Brother Clark, while his action was so eminently fair that the B. of R. T., at a meeting held in Little Rock, passed resolutions expressing their satisfaction and thanking him for his aid and influence in the settlement. The *Globe-Democrat*, in speaking of the settlement, expresses the opinion that Brother Clark and Grand Master Wilkinson of the B. of R. T. rendered valuable service to the railroad company and in this opinion we fully concur, and we further believe that in nearly every instance officers of these and other railway organizations, render more valuable service to railway companies than any are aware.

THE S. M. A. A. AND SYSTEM FEDERATION.

The *Switchmen's Journal* in its August issue, says that articles of federation that have been adopted on several lines of railway, are "frauds," that the S. M. A. A. were not represented at any of these meetings, neither were the firemen, conductors or trainmen." The *Journal* is certainly somewhat hasty in its assertion and is itself, badly mistaken. The "articles" are not frauds and while we have no doubt as to its statement that the S. M. A. A. was not represented, having reference to the association as a whole, switchmen, firemen, conductors and trainmen were represented at most if not all of the meetings referred to and the switchmen claimed to represent, not the entire association, but lodges of the S. M. A. A. In some cases they have signed articles of federation as representatives of lodges of the association, and in others they have said that owing to the action of the "Supreme Council" they did not wish to be a party to any system federation so far as to sign such articles, but that any such agreement made by other associations would have their full and hearty support in case of any difficulty. Members of the B. of L. F. and B. of R. T. have also become members of these system federations in some places and in others have taken the same stand as the switchmen. Whether the above members have exceeded their authority or violated any of their laws in so doing, we do not profess to know, and the *Switchmen's Journal* is undoubtedly entirely competent to decide as to that, but it should not denounce agreements made in good faith, as frauds, nor should it assert that members of the Switchmen's and other associations have not

attended these meetings when it is a fact readily susceptible of proof that they have attended them. If members of the S. M. A. A. have exceeded their authority or violated law, it may appropriately call attention to the fact, if fact it be, that they have no authority to enter into any such agreement and that membership in the Supreme Council prohibits them from joining hands with any others and the proper officers of the association may and probably will take the necessary steps to compel those who are parties to these agreements, to withdraw therefrom. It would seem to us, however, that any such regulations or laws, are somewhat tyrannical and that any action which in effect says to members of the organizations in railway service, "we will have our own way or nothing," cannot conduce to the best interests and welfare of all. We fully recognize the propriety of the organizations which are now members of the Supreme Council, doing all that is within their power to advance the interests of the plan and believe to be the best and that their action in adopting a resolution reciting that "it shall be the duty of the chief executives of the several organizations represented in this council, to oppose the so-called local or system federation, * *

* * and that all propositions relating to any other plan of federation be discountenanced by the members of all the organizations embraced in the Supreme Council," is all right and proper and probably any other organizations so situated would do the same, but we find nothing in this resolution, nor in any of the published proceedings that prevents any lodge or division or any members of any of the organizations which form the Supreme Council from also becoming a party to any other federation or agreement if they choose to disregard the advisory action of the Council, and we are of the opinion that unless there was some action that was not made public, or unless these organizations have some laws that are not known to other than their own members, the vice-president of the Supreme Council exceeds his authority when he tells members of those organizations that they *cannot* become parties to any agreement or alliance outside of the Supreme Council. That he can advise them not to do so and that it is his duty to so advise as an officer of that Council, there is no question, but in our opinion the Supreme Council invades the rights of the members and assumes a vulnerable position when it assumes to say "we are right, all others wrong," and that those others "must come to our platform or we won't play."

The Journal cites the C., R. I. & P., N. Y., C. & H. R. and Wis. Cent. as instances of the "frauds." As to the first two we have no knowledge. The meetings of the Wis. Cent. employees have been attended by members not only of the S. M. A. A., B. of L. F. and B. of R. T., but by members of the B. of R. C. as well, and while we do not know that any of these organizations have

yet signed the agreement, we do know that all were practically unanimous in favor of it and would have signed it if they have not already done so, unless prevented by the influence or authority of their grand officers.

If, as is stated, the members of the B. of L. E. have decided by the vote lately taken by them, not to become a member of the Supreme Council and the Council prevents its members from making any alliance or agreement of any kind with organizations that are not members of that Council, it would seem to us that it must result in an alliance offensive and defensive between the B. of L. E. and the Order, and that the officers of the Supreme Council have practically, if not technically, violated their own tenets by entering into a system federation with the B. of L. E. and the Order as they have in several instances. So far as our observation and information goes, three-fourths of the members of the B. of L. E. are in favor of system federation as against any general federation, and we believe even a larger proportion of the membership of the Order favor the system idea and we do not believe the Supreme Council will be able to coerce either of these organizations, and that it will make but few converts if it attempts to do it on the plan of nonintercourse with organizations outside of its ranks.

AN IMPORTANT CORRECTION,

Mr. Wilkinson, Grand Master of the B. of R. T. has been quite generally quoted as having said that he "was glad to be able to state that the Order of the Railway Conductors had gone down to its death a few days ago." This language was said to have been used at a union meeting held in Indianapolis during the latter part of May and referred to the action of the Grand Division in repealing the "strike clause." As this was a union meeting of the members of all organizations of trainmen and members of the Order had been invited to be present, it seemed to us impossible that any person occupying the position held by Mr. Wilkinson could be so grossly discourteous and that there must be some error in quoting him. Nothing was said of the matter in *THE CONDUCTOR* for this reason, except a note of the fact that one of our cotemporaries quoted it with seeming satisfaction. It now transpires that we were correct in supposing the quotation an error. Mr. Wilkinson has corrected the misstatement and says that what he did say was that in referring to the former "strike clause" and the anti strike policy of the Order, that he "was glad to be able to say that the policy had gone down to its death." We are very glad to give Mr. Wilkinson the benefit of this correction, and hope that all members who have heard the error will learn of the correction. The position of the Order is now in opposition to causeless strikes, but the mal-administration of its affairs has been corrected and an imaginary bond that caused members in many instances to believe that they were prevented from asserting their rights or manhood has been repealed, and in that sense the former policy of the Order *has* "gone down to its death." Hereafter, if it becomes necessary to protect themselves from imposition, members will undoubtedly strike and they will receive the active support of the grand officers in any such instance.

The secretary of 108 wishes to find Bro. C. M. Hoyt. Can any of our readers aid him?

The secretary of Division 149 wishes the address of Bro. F. B. Mackin. Anyone sending it will confer a favor.

Brother Belknap is still improving and soon THE CONDUCTOR will resume its former brilliancy under his able care.

The Railroad Trainmen's Journal presents its readers with a fair likeness of Grand Chief Conductor Clark in its August number.

C. B. Baker, Stevens Point, Wis., wants to hear from or of Bro. M. J. Frye. If this tracer finds him or any one that knows where he is, its mission will have been accomplished.

Will Brother W. Faulkner, of Division 13, kindly advise the secretary of that Division as to his address. So far as his division knows he is as completely lost as the missing Pleiad.

The next two months will be busy ones for some of our neighbors. The firemen meet in "Frisco," September 10th. The B. R. T. also meet in September, the B. L. E. and B. R. C. in October.

The M. D. Hunt, who was killed at Detroit lately, has been a consistent member of Division 48 for the past eight years, and is not the Miles Hunt who, in 1886 tried to defraud the family of a dead Brother and was expelled for it.

At Slater, Mo., Aug. 8, there arrived on this mundane sphere, a young lady who will in a few months call W. H. Burgum "papa": Bro. and Mrs. Burgum will have the congratulations of a host of friends besides those of this office.

Born, June 27th, to Brother and Mrs. D. H. Seaver, at their home in Las Vegas, a daughter. D. H. says the arrival of the little Miss "fills a

long felt want," and that she with a son two years old will make a "pair" that can't be improved.

By a collision on the Monon on the 3d inst, Engineer Muir and Fireman Cole were killed and several others severely injured. The accident is said to have been caused by the train passing Guthrie where it should have taken the side track, while the conductor was asleep.

We publish in this number a fair sample of the stuff given to the public by the average paper as railroad stories. It does not make much difference how improbable a tale may be, it catches the average paper and is in this respect much like the railroad news given by some alleged railroad reporters.

We are under obligations for a fine photograph of the floral decorations at the union meeting at Logansport, Ind., July 20. The decorations themselves were a little the finest that we have seen on any similar occasion and the photograph is a good one. Any description that we can give would utterly fail to give any adequate idea of them.

Division 83 of the Order and Division 24 of the Brotherhood of Railway Trainmen have issued an invitation for a picnic at Lake George, Ills., and from the names of the committeemen having the matter in charge we are so well assured of its success that we shall endeavor to be at Galesburg early on the morning of the 16th, and accompany them to the lake.

Mr. Brinkerhoff, general manager of the U. P. announces the appointment of E. Rush as assistant superintendent of the Kansas division. "Ed" is a member of Division 85 and will be remembered by many New York friends who will be pleased to learn of his promotion. In our opinion the causes for complaint on the part of employes on the Kansas division will not be so frequent in the future as they have been in the past.

Bro. Clark, G. C. C. has received from Mr. F. P. Sargent, Grand Master of the B. of L. F., a very cordial invitation to attend the second biennial convention of that organization as the guest of the brotherhood. The convention will open in San Francisco, Sept. 8, and Bro. Clark says if it is possible for him to do so, he will be there as per invitation.

**

Lackawanna Division No. 12, have our sincere thanks for "complimentary" tickets to their fourth annual excursion to Lake Hopatcong, which is to be given on the 18th inst. An appointment at Burlington on the 17th, would prevent taking advantage of their kind invitation to join them, if nothing else did. THE CONDUCTOR wishes them complete success and a pleasant and happy excursion.

**

Lackawanna Division No. 12 has arranged for a Union meeting September 14, and earnestly requests the attendance of as many members of the Order as can possibly get there. There will be a public meeting at the Academy of Music during the afternoon which will be addressed by prominent citizens and officers of railway organizations, while a meeting of members only will be held in the evening.

**

Extremely sad news comes to us from Pueblo to the effect that Bro. A. K. Waddell is very low with Bright's disease. Bro. Waddell was not well when attending the last Grand Division at Rochester, but no one thought that it was anything serious, and all supposed that he would soon be in his usual health. He is one of the oldest members of the Order and has many friends who will read this with sorrow.

**

Since the last issue of THE CONDUCTOR, we have received letters from no less than thirteen of the members of Div. 24, saying that they had no voice in the matter of the closing of the division, were opposed to it and objected to the manner in which it was closed. A G. C. C. Wilkins will visit St. Albans within the next few days and endeavor to see all the loyal members there, and if enough desire to do so, will arrange for them to continue the division; if not, all can be transferred to other divisions without cost, if they will advise this office within one year. Later information enables us to say Division 24 is alive and in good condition.

**

Deputy United States Marshal Doyle yesterday arrested a young man named William G. Brown, who has been employed by the Denver & Rio Grande Railroad as a special deputy in guarding their property from tramps. He is wanted in California at the Folsom prison, where he was sentenced to serve a term of five years for forgery. He escaped after serving two months and one day, and has since been working for the Denver & Rio Grande, where it is said he has made his services quite valuable.

"Special deputy" is not exactly correct, as this Brown was a "special agent," and had boasted that he would have some of the R. G. conductors dismissed.

**

Brother A. M. Beal, who for the past three years has been division superintendent of the A & P. R'y at Needles, Cal., has been appointed

assistant superintendent of the Union Pacific at Denver. Brother Beal is one of those men who have the sense of justice that should be found in all railway officers, and the courtesy that makes friends of even those that occasionally must feel the weight of discipline. This fact was demonstrated by the presentation to him, on the eve of his departure from Needles, of an elegant gold watch and chain, from not only all classes of employees under him, but from the citizens of Needles as well, and when he left "the whole town assembled at the depot to bid him farewell," as we learn from a press dispatch.

**

THE RAILWAY CONDUCTOR for June 15th appears under the editorial charge of W. P. Daniels pending the recovery of Editor Belknap, whose recent affliction unfortunately totally disabled him. The issue by Mr. Daniels is a bright, interesting number, with nine pages of editorial matter of more than ordinary merit. There is a snap and sparkle that indicates a courageous spirit, backed up by excellent use of good, vigorous English. Courage, even to aggressiveness, is the most valuable characteristic that can be found in the editor of a class journal; for unless he possesses it, the very life will soon be trampled out of him and the publication he directs will amount to nothing.—*Railroad Trainmen's Journal*.

**

We are requested by Bro. Platt of Division 50 to note that his resignation of the office of secretary is not caused by any discontent with the Order, but simply and only because his run has been so changed that he cannot attend meetings. Being one of the "66" he feared that without explanation, he might be suspected of disloyalty by members who may note the change in officers. In this connection, we wish also to say that the officers of 180 who have withdrawn, did not do so through any dissatisfaction with the Order, but simply because they occupy positions which they think makes it inconsistent for them to retain their membership, and THE CONDUCTOR honors them for the manly and honorable action. Should they ever be again employed as conductors, their first move would be to renew membership in the Order.

**

One of the most popular engineers on the West Shore has passed to his rest from the toil and tribulation of this world. "Jerry" Foley was lately called by the Master, and his remains laid to rest by loving hands at St. Mary, Pa., where his childhood's days were spent.

The remains were taken in charge by a delegation of railroad men, who first cared for the dead and then looked after the comforts of the living remaining with them as a self-constituted committee until the sad rites were concluded.

The rosewood casket containing the dead engineer was on Thursday morning conveyed to the church of the Sacred Heart, where the funeral services were to be held. On the lid of the casket were numerous floral tributes, including one formed from lilies of the valley with the white dove surmounting the design—given by members of the Order of Railway Conductors on the West Shore Road. The Brotherhood of Locomotive Engineers sent another piece, and a third was from the Brotherhood of Locomotive Firemen.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., SEPTEMBER 1, 1890.

NO. 17.



HARD LUCK.

FLAGGING.

Another feature which often involves the "stop" signal to the enginemen of any discomfort, and occasionally suffering and train that may be following. This rule is danger, is "going back to flag." When a sometimes disregarded in clear weather a train is unexpectedly stopped upon the road, the brakeman at the rear end must on straight lines, and is even evaded by lazy or unfaithful brakemen where the immediately take his red flag or lantern neglect is positively dangerous, but still many a faithful man has to go out and and go back a half a mile or more to give

stand for a long time in a severe snow storm, or risk his life in walking several miles to a station. The record of individual perils and heroisms in the New York blizzard of March, 1888, are paralleled, or at least repeated, on a slightly milder scale by brakemen every winter. Even in the blizzard country of the northwest, where a half hour's exposure is often fatal. The system of train running is such that the stopping of a train at an unexpected place involves danger of collision if the brakeman does not at once go back and *stay back*. A "tail end" brakemen has various anxieties, which cannot be detailed here. Often there is a possibility that the advancing engineer will not see his red lantern. One brakeman in New Brunswick several years ago ignominiously deserted his post, leaving his train to look out for itself, because of a visit from a huge bear whose residence was in the woods near the point on the railroad where the brakeman was keeping his lonely night vigil.—From the American Railway, Chas. Scribner's Sons.

The Union Picnic.

The union picnic of the conductors and brakemen at Lake George Park Saturday afternoon brought together in a pleasant and social way at least a thousand people. It was a goodly company to look upon. The mature man with his wife and prettily dressed children were there and the young man and his coy, best girl, were not absent. The picturesque lake and hills were alive with people. The steamer conveyed the arrivals to the picnic grounds at the lower end of the lake. The scene there was an animated one. Some were swinging; some taking ariel trips; some dancing in the hall, the Ideal Orchestra furnishing music; some playing croquet on the new grounds; some racing and some playing base ball. Moving here and there and the recipients of pleasant greetings were Mr. S. E. Wilkinson, Grand Master of the B. of R. T., and Mr. Daniels, of Cedar Rapids, the Grand Secretary and Treasurer of the O. R. C. The various committees did everything in their power to make their numerous guests comfortable.

The boat race of the afternoon was between Harry Turner and C. Kenstler, representing the brakemen, and Conductors Boydston and Marshall. The brakemen won the race. The ball game was between

chosen up nines and furnished ample amusement for the spectators.

The speaking occurred about 5 o'clock in the dining hall. Conductor Marshall called the audience to order and introduced Grand Master Wilkinson of the Trainmen's Brotherhood. Mr. Wilkinson began by saying that he had been placed in many awkward positions since he had been identified with the trainmen, but this was one of the most peculiar. It gave him great pleasure to meet on such mutual terms the members of the Order of Railway Conductors. Both organizations are learning the value of mutual concessions. Gatherings like this are the first steps that bring the societies nearer to one another. He hoped that there would be more of such pleasant occasions. He was of the opinion that all are realizing that the time is at hand when it is necessary that they should enter into closer relations. He had had the pleasure of meeting Mr. Clark, Grand Chief Conductor, and of working harmoniously with him during the past three months to secure the adjustment of difficulties. He had also met Mr. Daniels, the Conductors' Grand Secretary, and had read his articles desiring a closer union with the brakemen. At the conclusion of Mr. Wilkinson's remarks there were cheers. He then introduced Mr. Daniels, who spoke easily and fluently. He said that while he had practiced public speaking for many years of his life, that most of his addresses were made on depot platforms, and that he was not accustomed to speak at an occasion like this one. It gratified him to see railroad employes given the support and co-operation of the citizens. The general public is becoming the sincere and earnest friend of the railroad man. He believed that during the past the public has not appreciated the benefits arising from railroad organization, but it is now beginning to see that these organizations are accomplishing marked good. The traveling public has been quick to see these benefits. On the part of some of the organizations there was in the past a feeling that they should remain independent, and that they did not need the aid of sister societies. Now there are indications of the loyal support of all societies to a cause when justice requires concerted action. Mr. Daniels in closing thanked all cordially and kindly for the hearty reception accorded him and expressed pleasure in having been present.

After the speaking the crowd gathered on the hillside next the embankment to see the foot races. Chief of these was the race between the fat brakeman and the fat conductor. As a representative of the brakemen, who should step forward gallantly but Grand Master Wilkinson. Conductor Charlie Blum was pitted against him. When Charlie learned who his competitor was he began to make excuses. He urged that he had cut his finger. He wanted to run up hill. Mr. Wilkinson was all eagerness. Both men will tip the scales at 250. They finally took their positions on the level embankment. They were to run 50 yards. The signal given, away they went. The Grand Master was soon ahead and made remarkable speed for so heavy a person. He was presently two or three rods in advance of Charlie Blum, who was puffing and struggling for dear life. Suddenly the Grand Master fell flat with a thud that was heard over the hill. The crowd roared with laughter. Charlie put on steam and made a great spurt. With the agility of a cat the Grand Master regained his feet, and by quick sprinting beat his bulky antagonist amidst the applause of the amused spectators.

After this came a series of other races. Conductor Cass won one, beating R. Swain. Mr. Safford came in ahead of Mr. Weidenhammer. It was rare sport for the crowd, because one or the other of the runners was sure to fall down.

Supper was had under the trees about 6 o'clock. The hills were crowded with the happy groups, discussing the contents of the well-filled baskets. Later the Ideals struck up their irresistible dance music, and the numbers went merrily on. The boats were filled and the steamboat crowded. It was a late hour before the fun closed.—Galesburg Register.

When a man lacks honor, principle and decency, the only thing left for him to feed on is notoriety, and this a long-suffering public must give him. It is like the aroma of a polecat—there is no defense against it.—Cedar Rapids Republican.

After Mr. Webb has dispensed with the Knights and the Brotherhood, will he proceed to rid the Central-Hudson road of all Masons, Odd Fellows, Knights of Pythias and United Workmen.—Albany Times.

Romance.

It is surprising how rapidly some of our brainy young men develop in the railroad field. Ten or twelve years ago I was out on the frontier of Nebraska, and riding one day in the caboose of a freight train I asked some questions of the conductor, who seemed to be a bright young man. Three years ago I again visited Nebraska, and found that young man, Holcomb by name, the general manager of all the Burlington lines in Nebraska, with probably 1,500 miles of road under his control.

A few months ago a boyish looking man appeared before the house committee on railways to give evidence in the matter of the proposed law requiring railway companies to equip their freight cars with automatic couplings. He was introduced to the committee as Mr. Brown, of Burlington, and as he began to talk a member of the committee whispered to one of his colleagues: "Don't believe we shall get much information out of that young fellow. He's a brakeman, isn't he?" But in a few minutes it was seen that the young man not only knew what he was talking about, but that he had a singularly clear and direct manner of saying what he had to say. A little later and he had the close attention of every man in the room, for it was apparent that he was a master of the science of railroading in all its branches. For an hour he talked and answered questions, and gave the committee a keener insight into the wonderful development the mechanics of railway have experienced than any of them had ever had before.

"You seem to know your trade pretty well," remarked Congressman Hill, of Illinois, after the final hearing was over; "have we not met before?"

"I think we have," replied Mr. Brown; it was thirteen years ago, in your town of Joliet. There had been an accident on the gravel train on which I was working, and you came up and asked me some questions."

"You were then working on a gravel train?"

"Yes, sir."

"And what are you doing now?"

Mr. Brown modestly handed the congressman his card. It read: "Superintendent of C., B. & Q. lines in Iowa." Since that day this young man, who went through all the stages of railroading, and who can make a coupling, run a locomotive, build a bridge or manage 10,000 em-

ployes, has been promoted to the control of the Kansas City lines of the great Burlington system.

The above from the Washington correspondence of the *Des Moines Leader* is a very pretty little story, but like many other pretty stories is largely imaginative. Mr. Holcomb never ran a train in Nebraska or anywhere else. Before the war he was employed as brakeman and fireman on the bit of road between what was then Sagetown, now Gladstone and Oquawka; the road was originally known as the Peoria & Oquawka, but for twenty years or more it has been a part of the "Q." Early in the seventies, Mr. Holcomb was employed on the Chicago & Iowa as station agent and remained there in various positions until he went to the O. R. & N., being general superintendent when he left. He has occupied an official position for the past seventeen years at least.

W. C. Brown not only never "worked on a gravel train," but never was employed on any road that runs through Joliet, and "thirteen years ago" was employed as a train dispatcher on the Iowa division of the "Q" with office at Burlington. "Walter Wellman" should either confine himself to political characters or else post himself a little better on the history of railroad men. About the only statement in the whole matter that is correct, is that Mr. Brown is now general manager of the "St. Jo" and Hannibal. Mr. Holcomb is not now and never has been general manager of the Union Pacific, but is its first vice-president.

Thanks.

At a meeting of the various committees who had charge of the recent railroad celebration at Phoenix Hill, the following report was unanimously adopted:

"At no time in the history of the railway fraternities of the Falls Cities have we felt so proud of our orders as at the present; and, feeling under lasting obligations to our many friends for the liberal patronage bestowed upon us at our First Annual Picnic and Union Meeting, held at Phoenix Hill, on July 31 and August 1, 1890, it would illy become the Brotherhood of Railway men if we did not recognize in some befitting manner the courtesies and favors shown us by the good people of Louisville and elsewhere; the undersigned

committee, therefore, in joint session, acting for the different railway fraternities, return their thanks as follows:

"To the public press, in particular, for their impartial manner in giving publicity to our entertainment, and for the accuracy of their reports; to E. L. Cronk, chairman of ceremonies, whose services were of incalculable benefit to us in many ways; to Henry S. Tyler, for his address of welcome in behalf of the city; to Lieut-Gov. Bryan, who welcomed the delegates on the part of the state; to W. D. Robinson, of Washington, Ind., the founder and First Grand Chief officer of the Brotherhood of Locomotive Engineers.

"To Hon. Henry Watterson, Col. Bennett, H. Young, John W. Headley, G. W. Howard, of Terre Haute, Ind., Assistant Chief Organizer of the Brotherhood of Conductors, for two addresses on federation; to E. E. Clark, of Cedar Rapids, Iowa, Grand Chief Conductor Order of Railway Conductors; to the Hon. L. S. Coffin, of Fort Dodge, Iowa, for his two addresses and the extreme warm interest he takes in the prosperity and welfare of railway operators; to Samuel Gompers, president of the American Federation of Labor, for his addresses on federation.

"To Eichorn's Orchestra, to Prof. Knoll and Marie McNeill, the celebrated cornetists; to Walter Mathews, who portrayed scenes from 'Romeo and Juliet'; to Will S. Hays, Kentucky's famous song-writer, who delighted the people with selections of his own production.

"To Mr. W. N. Haldeman in particular, are we under obligations for the many extreme courtesies shown us through the columns of the *Courier-Journal and Times*, and for his otherwise valuable services.

"To Col. McNutt, manager of Phoenix Hill Park, do we return our thanks for the kind manner in which we were treated and the genuine hospitality shown our people.

"Alex M. Cronin, chairman division No. 78, B. of L. E.; Frank Smith, chairman division No. 365, B. of L. E.; W. C. Smith, chairman division 22, B. of R. C.; J. J. Langan, chairman lodge 103, B. of L. E.; B. W. Blue, chairman lodge 415, B. of L. E.; H. E. Rood, chairman lodge 156, B. of R. T.; T. C. Williams, chairman lodge 38, S. M. A. A.; L. L. Ludwig, chairman division No. 89, O. R. C.; John Dyer, chairman and general manager, committee."—*Louisville Times*.

The New York Central.

The discharge of some 50 or 60 trainmen on the New York Central road for the alleged reason that they were Knights of Labor led to a strike August 8 of all the trainmen running between New York City and Albany who were members of that order. The officials were asked to reinstate the discharged men, but they refused because they said they had been removed for good and sufficient cause, and a cipher message which was an order to strike was flashed over the wires at 7 p. m., Aug. 8. Every Knight of Labor employed on the Hudson River division between New York and Albany obeyed the order and immediately quit work. The statements disagree as to the number of men who left their posts. The leaders of the strike say 3,000, but the officers of the road place the number at 900. The strikers included firemen, conductors, brakemen, switchmen, etc., and both freight and passenger traffic were completely suspended for the time. On the following day the strike extended as far west as Buffalo, the Knights of Labor at various points between Albany and Buffalo quitting work. Vice President Webb made the following statement Aug. 9, as to the cause of the strike, etc.:

During the past three weeks some 55 or 60 employes of the New York Central road, consisting of trainmen, one or two engineers, yardmen, switchmen, were discharged by their respective superintendents; in each case for good and sufficient cause. The organization known as the Knights of Labor made repeated demands through their committee that these men be reinstated in the service of the company. This demand was on each occasion peremptorily refused. On Friday, Aug. 8, J. J. Holland, of the international board, called on me, requesting to be allowed to intercede and discuss the trouble between the company and its men. I declined to grant him an interview for this purpose. He thereupon retired, and at 7 o'clock in the evening of that day the Knights of Labor on the New York Central railroad were called out, the result being that the yards at the Grand Central station, Forty-second street, at Sixtieth street and North river and West Albany were tied up. Something like 800 or 1,000 men went out. There are in all about 22,000 men employed by the company. During the night the tunnel and the yard at Grand Central

station were cleared. On Saturday sevenths of the scheduled trains on the Hudson River and Harlem divisions were taken out of the depot. Nearly as large a percentage of the trains scheduled to come south were brought into the depot. Probably 200 men who had gone out returned to service during the day and the company secured the service of probably 200 new hands, the result being that we propose tomorrow to handle the passenger trains from the Grand Central station in accordance with their printed schedules. The freight, such as live stock and perishable freight, has during the day been turned over to the West Shore railroad and handled on their tracks. No attempt has been made by the New York Central to move the heavy and bulky freight. If that were undertaken it might develop that a larger number of men than the above given had gone out on a strike. All the passenger business delivered to us at Buffalo from connecting roads, such as the Lake Shore, Michigan Central and the "Big Four," more especially the excursion business of the Grand Army of the Republic bound for Boston, has during the day been handled by the New York Central."

The delay to passenger traffic was of brief duration, and on Saturday morning, the 9th inst., passenger trains were moved without interference, the company issuing the following official announcement:

"The passenger department of the New York Central and Hudson River railroad announces the complete resumption of through and local service, both on the main line and the Harlem division. Through trains for the west will leave the Grand Central station as usual."

The following was issued on the same day by the general superintendent:

"Notice to all employes. It is the intention of this company to fight the present strike to the end. All employes who remain loyal to the company will receive all necessary protection. Those who do not go to work will be considered as having left the service and their places will be filled as rapidly as possible.

By order of the third vice president.

THEODORE VOORHEES,
General Superintendent "

In regard to this order vice president Webb is thus quoted:

"The company means to fight it out if it takes a month, and I estimate that the loss for that time wouldn't be over \$100,-

ooo to the company. That would be getting off cheap. We certainly can't afford to give in at any cost, and the battle gained is worth millions of dollars both to the Central and all the roads in the country. We don't expect, however, that any other companies outside our own system will help us fight the Knights. I know that a great many will surmise that we have gone into this too hastily, but I assure you that I have the full backing of the Messrs. Vanderbilt and all the other interests. They feel as I do, that we have got to win at any cost."

The strikers were orderly on Saturday and the leaders made the announcement that no violence would be tolerated. At 6 p. m. Saturday part of the switchmen employed in the West Shore yards at Weehawken quit work, because they said the road was receiving freight from the New York Central. This strike was of little consequence and did not spread farther than the Weehawken yards. Passenger trains suffered only slight delays on Saturday, and some freight trains were run. It was stated on Saturday that 200 of the strikers had returned to work. The company had many applications for places and some new men were engaged.

Sunday was a quiet day and passenger trains were sent out from New York on time, but incoming trains were somewhat delayed on account of the trouble at various points along the line. Over 200 men applied for work on Sunday, but only those who had had experience in railroad-ing were engaged. This class numbered about 50. John W. Hayes, secretary of the general executive board of the Knights of Labor, called upon Vice President Webb to try to induce him to submit the matter to arbitration, but Mr. Webb informed him that the company had nothing to arbitrate. It had discharged some 50 or 60 men for sufficient reason and they would not be taken back under any consideration. As the strikers demanded the reinstatement of these men it was useless to talk about arbitration. In defining his position Mr. Webb said:

"The position of the company is this: We will select our own men and we do not propose that they be designated by Knights of Labor or its committees. When men are dismissed we shall get rid of the inefficient, the most vicious and those least in accord with our interests. When promotions are to be made we will not be bound

by the seniority rules promulgated by the Knights of Labor. A due consideration will always be given to length of service, but the first and most important rule will be the qualifications of the men for the place. If our men have grievances, the proper officers will be willing to grant hearings and see that consideration is given, but we will not allow outsiders to intervene or interfere between the employer and employee. For this reason alone I refused to allow Mr. Holland to discuss any differences alleged to exist between the company and its men, and not for the reason, as stated, that we objected to our employes being members of labor organizations. These are my views and I am satisfied that they are concurred in and approved by every official of the company, by its board of directors, and by the gentlemen who are the most interested in its securities. The strike is ill advised, cannot succeed, and we will put it down and maintain the position we have taken."

Another attempt was made on Monday to have Mr Webb consent to arbitration, but it was unsuccessful. Seventy-five new switchmen were put to work in the yards at New York Monday morning and two freight trains were promptly made up and started on their way north. The company stated on Monday that it had all the switchmen in could use at that time and that there were plenty of applications for places. So far as the company was concerned the officials stated that the strike was over, and they asserted that all trains would be running regularly in a few days. There were 138 trains on Monday's schedule at the Grand Central depot in New York and 120 of these left the depot almost on schedule time.

It was stated that the firemen would join the strikers Monday evening, but they failed to do so.

Things ran very smoothly on Tuesday, and vice president Webb in summing up the situation said:

"We may expect for the next two weeks spasmodic outbreaks and "goings-on" at different points. This is what they all tell me. A lot of disgruntled men will be around who will be out of the service. I suppose they will make a little trouble here and there at isolated points and we have got to be prepared for it. We will keep up the Pinkerton guards as long as it thought necessary.

'Some of the strikers are being taken back?'

'Yes.'

'But you insist that no new man shall be displaced to make room for a returning striker.'

'Most decidedly I do. If men come and show that they have been intimidated into going out, and so on, I will leave their re-employment to the discretion of the superintendents. All I ask is the enforcement of the rule about the new men. Not one new man will be displaced. These new men are good men. They are not green men. There are from 150 to 200 of them and we got them from Chicago, St. Louis, Pittsburg and all around. They were men who have been in the service there and who were laid off for different causes, and we pay better prices than any of these western roads.,'

No trouble was experienced in handling freight on Tuesday, and a number of freight trains were sent out from New York. An Albany dispatch stated that the strike was obviously at an end there and that freight trains were run without interference.

All trains, both passenger and freight, were run without interruption on Wednesday, and it is stated that the officials refused to reinstate a number of strikers who made application for work. Local assembly, No. 1,705 of the Knights of Labor, located at Dover Plains, surrendered its charter and the members made application to Superintendent Worcester of the Harlem division to be taken back unconditionally. Four old conductors and 12 brakemen were re-employed and the other members of the local assembly were directed to report at the Grand Central depot in New York.

It was subsequently denied that the above assembly had surrendered its charter.

The switchmen and brakemen on the Delaware & Hudson at Albany quit work Wednesday evening because they claimed to have knowledge that the road was attempting to handle New York Central freight, but they subsequently learned that they had been misinformed, and part of them returned to work Thursday evening and the rest Friday morning.

The New York Central continued to improve its condition on Wednesday and Thursday, and aside from a blockade in the yards at West Albany, little evidence of the strike remains. The blockade is

being rapidly raised, however, and on Thursday thirteen freight trains were sent out.

A report that the firemen on the road would come to the aid of the strikers is emphatically denied by Grand Master Sargent, of the Brotherhood of Locomotive Firemen, who says he has no idea of calling the firemen out.

Numerous applications for reinstatement by the strikers have caused Vice President Webb to give out the following statement:

"A large number of the men who have been out on a strike are making application at different points on the road for reinstatement, the application being coupled with assurances of loyalty and promises of good behavior in the future. The question being continually asked as to what the company's position with regard to those men I will say as follows: On careful inquiry I find that many of them are good employes, having been in times past faithful servants of the company, and many of them have been led into this difficulty through intimidation, misrepresentation or ignorance. I appreciate their situation fully, especially in those cases where the men have wives and children who are dependent upon them for support. I have given the matter very careful consideration and have instructed our officials as follows: That each case shall be considered separately and on its merits, and where the party has been a satisfactory and faithful employe and where the superintendent or official immediately in charge is satisfied or can satisfy the general superintendent that the man has left under the extenuating circumstances above outlined, that then if a vacancy exists he shall be taken on as a new employe; that where no vacancy exists the name of the applicant will be taken, and as the business increases during the autumn and winter, and when additional help is needed his application will receive all due consideration. It is, however, distinctly understood, and the rule will be rigidly enforced, that the new men who have recently and on account of this strike come into our service shall not be displaced unless their services are unsatisfactory, and that those men who were formerly in the company's employ and left in this strike, but who under the above instructions may be reinstated, will enter the service not as old men reinstated, but as entirely new employes; and hereafter with regard to promotion, discharges, assign-

ments of work, etc., they will be regarded as new men. Those men who have been turbulent, inimical and detrimental to this company and its interests will not under any consideration be taken back into the service."

The above is a synopsis of the press reports of the strike, but are manifestly in the interest of the company.

Personal letters state that up to August 17, but two freight trains had been moved, one of the two being manned by the strikers, which would indicate that the claims made by the officers of the company that all freight is being handled without difficulty are untrue. A conference has been held between Messrs. Sargent, Howard, Sweeny and Wilkinson of the Supreme Council, and the executive board of the K. of L., and a meeting of the Supreme Council has been called, the result of which will be given in our editorial columns. The present outlook is, that unless joined by the railway organizations, the Knights will be defeated, though the condition at present is far from being as represented by officers of the company.

Mr. Webb admits that he has Mr. Powderly and other leaders shadowed by detectives, and Mr. Powderly has made the following statement to the public:

"For sometime the management of the New York Central & Hudson River railroad has been discharging employes who have been active in labor affairs. It happens that all of those who have been dismissed are members of the order of the Knights of Labor and have at one time or another been officers of the order or have served on committees which waited on officials with a view to presenting grievances. These discharges became so frequent and were so clearly evidence of a settled purpose on the part of the company to disrupt and destroy the organization of the Knights of Labor upon the Central system, that the executive board of District Assembly 246, in which the Knights of Labor upon the system are enrolled, found it necessary to call a special meeting to consider the situation. In the meantime the general executive board, being apprised of the condition of affairs, sent one of its members, J. J. Holland, to New York, with instructions to use all possible efforts to bring about an amicable adjustment of the difficulty. On his arrival in New York, Holland, after consultation with representatives of the Dis-

trict Assembly, in the course of which he obtained full knowledge of the trouble from the standpoint of the men, waited upon Vice-President Webb. Holland stated to Webb that he had called upon him to endeavor to adjust the unpleasantness existing between the company and its Knights of Labor employes. Webb denied that there was any trouble existing between the company and its employes. Holland told him he as a member of the general executive board of the Knights of Labor had come at the request of the men, made through the organization to which they belonged, District Assembly 246. Webb brusquely declared that he would not discuss the matter with anyone not an employe of the company and closed the interview. Finding all efforts to effect a peaceable settlement of their grievances impossible, and being convinced that it was only a question of time and the convenience of the company when they would one and all be discharged unless they forfeited their manhood and abandoned their privileges as citizens of a free country by renouncing their right to join their fellows in an organization calculated to protect their just rights without intruding upon those of others, the district board had no other alternative but to order a strike, which they did. The public is already acquainted with the details of the affair and repetition is scarcely necessary. Most earnest and sincere efforts of the general officers to secure a hearing for the discharged men were unavailing. Correspondence which passed between the general master workman and Webb has been published.

Wednesday morning, August 20, John Devlin, of the general executive board, and myself waited on Toucey, general superintendent, and endeavored to have the matter arbitrated or investigated. Toucey was emphatic in his refusal. On the afternoon of that day Webb was visited by the same gentlemen and he reiterated what Toucey had said in the morning. It was suggested to him that disinterested parties hear and determine. It was also suggested that during the investigation the strike be declared off, and the investigation be proceeded with. This was refused. The following proposition was then made by me: "Webb, could you not sit down with me in the presence of the men who are discharged and allow me to question them in your presence, so

that I might know the facts in the case and be better able to arrive at a decision?" This Webb emphatically refused.

Devlin said: "Do I understand you to assume that the public and employes have no rights that you are bound to consider, and do you look upon the matter simply as though the railroads were your own property? Because if you take that view of it there is no need of our saying anything farther."

Webb hesitated and took refuge in silence. The public may have formed erroneous impressions of the positions of the knights in the controversy. We do not pretend to dictate to the company that it shall not discharge employes, but in all fairness the discharged men should be told why they are dismissed.

During the session of the last State legislature the Knights of Labor of New York were in favor of the passage of the weekly pay bill. A convention of the Knights, representing the employes of the New York Central were faced in the legislative room at Albany by the attorneys of the railways and brow beaten, questioned and terrorized. Some members of that committee who were at the time employed by the New York Central were discharged without cause or rather without any given cause. There exists not a shadow of doubt in my mind that it was the committee that these men singled out for endeavoring to secure the passage of the above law."

Don't Knock Down Fares.

RAILROAD CONDUCTORS WHO ARE BELIEVED
BY THEIR EMPLOYERS TO BE HONEST
STILL, SAFEGUARDS ARE EMPLOYED.

Nine times out of ten when a man gives money to a railroad conductor with whom he is not acquainted he thinks that he is simply adding his mite to that official's wealth.

Why the conductor's honesty and morality should be considered inferior to that of other men it is hard to conceive, unless it is in the consideration of the apparent ease with which the company could be robbed and never be the wiser. Perhaps it is due to the fact that nine men out of ten object on general principles to paying railroad fares, and deem them so exorbitant that the company ought to be robbed by some one. Again it may be laid to the fact that a conductor is occasionally convicted of robbery.

It is interesting to note what the most interested parties, the railroad officials themselves, think of the subject.

"Railroad officials are all pessimists on the subjects of their employes' honesty," said an Illinois Central official. "I do not say all conductors steal, but I really believe that we are being robbed of an enormous amount every day.

While I do not desire to create a bad impression about our conductors in the minds of the public, I must say that we have to keep a strict watch over them. Even then we are robbed. We must never waver in our watchfulness, but make our men feel that we have always an eye upon them. They do not know when they take up a cash fare whether there is a "spotter" in the car or not. They do not even know whether or not the passenger who pays the cash fare is in our employ. It is that more than all else that serves to keep the conductors honest. They simply do not know who is watching them."

"But your road has devices to protect it in some manner from conductor's dishonesty."

"Yes, we have a scheme. It registers the amount that has been received, but there is a cog in the wheel that renders it useless. The conductor may not use it. He may walk down the aisle taking fares, and if he does not use these registering slips we cannot tell how much he takes. He is instructed to use one of these printed slips every time he takes up a cash fare. He also has to account for each slip. That is all well and good, but who is to compel him to use these slips if he doesn't choose to? His own fear that some passenger may report him is one safeguard."

"Does your road employ 'spotters,' as they are called, to find out conductors who are 'knocking down?'"

"No, we don't do much of that business, for the simple reason that the detective will naturally seek to make out a case against a conductor in order to retain his own position. Our best safeguard is the public watchfulness and the conductor's fears of being reported. Yet we are being robbed every day."

A call at the office of the general passenger agent of the Chicago & Northwestern road, brought out the fact that there is a road whose officers believe their conductors to be honest.

"I think we have a very honest set of men," said the assistant passenger agent.

"In fact, we have conductors on whom I would be willing to stake anything that they wouldn't knock down a cent."

"I don't believe in this cry that passenger conductors are veritable highway robbers and would steal the train if they had a chance. It is true that some of them do steal, but they are sure to be detected sooner or later, and then they lose their places. The conductors we have are, as a rule, honest men whom we have long known and trusted. We wouldn't keep a man whom we thought was stealing from us. Of course, as is the case with all classes of men, there are conductors who have to be closely watched, and we have taken precautionary measures against just such fellows.

"This road has a check book that contains printed and numbered checks. When a passenger pays a cash fare the conductor gives one of these checks. They are numbered, and a corresponding number remains on the stub of the conductor's book. We are likely to call for that book any time, and it must tally with his reports. You have no idea how many people take the trouble to mail us their half of the check. The conductor does not know how many have been sent in, and consequently does not lie in his report.

"Even with this device conductors could steal, if they were so minded, until detected. They doubtless have many schemes, and do some sharp work, but detection is sure to follow eventually.

"The Chicago & Northwestern road does not make a practice of sending out 'spotters.' You can't always believe them. We have, however, some trusty men who occasionally do a little special work for us in this line, but that is all."

"Then you do not believe that you are being systematically robbed every day?"

"No, I don't. On the contrary, I believe we have conductors who are serving us honestly. Not all are, I admit, but then there are dishonest men everywhere."

General Manager St. John of the Rock Island road has a very good opinion of his conductors. So modest is Mr. St. John that an *Evening News* reporter could not induce the official to admit that anything like "knocking down" was ever indulged in.

"Having had considerable experience in railroading," remarked Mr. St. John, "I have learned that the great feature of successful work is to place confidence in your

subordinates. Our conductors are good, honest, hardworking fellows. While I don't claim that they are angels, I will say that they are up to the average. Until June 1, of this year, we depended upon the honor of these gentlemen. Since that date, however, the company has requested every conductor to furnish bonds in the sum of \$1,000 to insure us against frauds. There are many fidelity companies that make this business a specialty."

"Does the company employ 'spotters' to watch the conductors?"

"Not that I am aware of. We have no 'knocking down', hence there is no need of spotters."

"Has your road any special means of checking up the conductors?"

"Nothing but the regular ticket and cash fare reports, which are made for each trip and sent to the ticket auditor and treasurer every day."

"Has the scheme of employing collectors to attend to fares, while the conductor does nothing but run his train, any special advantage in the way of preventing fraud?"

"It is foolishness. I don't believe in it. A conductor is a man, and a man is a man, no matter whether he runs a train or merely collects fares."

The Burlington officials were found to be even more reticent. After fifteen minutes of diplomatic work the interrogator obtained an interview with the representative of Acting General Manager, G. B. Harris. The following is the amount of information that individual volunteered the newspaper man: "Don't have bonded conductors. Have none but honest men. They don't have to be watched, and I never heard of any 'knocking down.' We don't use cash fare checks, and I don't think any body in this building would say that we employ spotters even if the trains were loaded with them."

The St. Paul road dealt the Order of Railway Conductors a body-blow two years ago, when several of the best known conductors were dismissed for alleged shortages. "Insult was added to the injury," as one conductor has repeatedly stated, when the bonded collectors, mostly young fellows from the offices, were put on all trains to collect fares. Mr. Conductor had thus to content himself with carrying his lantern upon his arm as he walked through the train. Once in a while he could relieve the

monotony by scolding his engineer. The collectors are frowned upon, but they are on the St. Paul to-day. Many conductors have not collected a fare since the advent of the collector. An official said at the time of the change: "The old conductors have got the 'rake-off' down so fine that we must break the combine at any cost. If we fail, then I guess it will be time to close up the shop."

Henry H. Peebles, who has been the superintendent's confidential aid-de-camp for years, said the road was free from dishonest ticket collectors. "There are but few runs on which the train conductors collect fares. We do not employ spotters to watch the collectors. Their daily reports act as so many checks. We can always tell when a 'run' is bringing in its accustomed amount of business. I think the days of 'rake-offs' and stealing are over."—Chicago News.

The Festive Burglar.

HOW I LAY AWAKE FOR TWO MONTHS TO
HEAD HIM OFF.

What would you do if you heard a burglar in the house?

To me that question has occurred a million times, more or less. The first time it flashed athwart my brain I bought a bulldog revolver and a Spanish dirk. On second thought I added a baseball bat to the equipment, and then for six nights I lay awake planning how I would softly draw on some indispensable garments, seize the revolver in one hand, the club in the other and capture or otherwise dispose of the burglar. The dirk I would carry in my teeth—I saw no other way.

Strange to say, this armament and my well laid plans did not bring the peace of mind I had expected. The more I prowled around the more agitated I became. Twice I shot at the cat and once I gave the hall hat rack a wicked stab, taking it for a burglar.

Then my wife suggested in the interests of my health that I put up a burglar alarm and not get up until I had to. The blamed thing went off every time anybody came in or went out, day or night, and I got so tired of the eternal clatter that I cut the wires and substituted some unpatented devices of my own.

I hung a flatiron on the key of the front door so that it would fall into a dishpan placed underneath; two pokers stood

against the back door, arranged so as to fall at the slightest touch, and at various out of the way places I placed baskets filled with cheap crockery, tinware and other articles, so that the burglar would step into or against them—at least I fervently hoped he would—and give me warning of his advent.

But these schemes didn't work much better than the burglar alarm. Everybody I knew got in the habit of calling on me after I had retired, and, of course, I would forget the flatiron and send it clattering into the dishpan, necessitating awkward explanations, and once it clattered down on my toes. The cat made a regular practice of knocking down the burglar warning pokers, and if my wife stepped into the alarm baskets once she did twenty times.

The result was that I fell back on my revolver, club and dirk. I also bought me a watchman's rattle. Two nights later I heard a noise, and looking out of the window saw a man trying my front door. I fired at him, and the answering howl informed me that I had missed my neighbor Brindle, who had been sitting up with a sick man—or, at least he said he had. Three nights later I sprang the rattle on my wife's aunt, who came from Poughkeepsie on a late train, and she was so angry that she wouldn't stay more than three weeks and my wife thinks we are cut out of her will. Things went on in this fashion for a month or two, until the neighbors began to circulate a petition asking me to move out of the ward.

So I told my wife that when I heard a burglar in the house the plan of campaign would be as follows: I would first raise the window sash, making as much noise as possible in doing so, and spring the rattle with a firm and determined hand. I would then give the burglar two minutes to leave the house. If he still remained among the silverware I would advance into the upper hall, beat the stair railing fiercely with a baseball bat and fire three or four shots down stairs. I was firmly convinced that no burglar could withstand such a determined attack, and after it had been clearly outlined beyond the possibility of a mistake I slept peacefully for the first time in three months.

The very next morning, when I went down stairs to light the fire, I encountered a bare sideboard, and further search revealed the fact that my domicile had been

ransacked from cellar to garret. It was a clean scoop.

Well there was one consolation. Now I know what I would do if a burglar broke into my house.

I'd sleep.—New York World.

—•—
Pinkerton Comment.

Pinkertonism is growing into an unmitigated evil. The regular civil authorities are or ought to be strong enough to preserve order without the interference of mercenary troops hired by corporations.—Des Moines News.

* *

The first serious trouble as an outcome of the strike in New York Central railway took place yesterday afternoon, when a freight train passed through the yards in charge of Pinkerton men, who were stoned by roughs and hoodlums. The Pinkertons drew their revolvers and fired into the crowd wounding several persons, among them a woman. Later in the day another freight train came through the yards, and the Pinkerton men again fired into the crowd, wounding a boy. The police arrested the man, but his comrades rescued the prisoner and severely beat the officer.

Such proceedings will never win. The railroad made a serious mistake the day it engaged Bob Pinkerton to protect its property. The police authorities of New York are ample to keep the peace, and if any additional help was needed there is the state militia, and not far away are stationed several companies of regulars. The Pinkerton forces are made up of slugs and bums, picked up in Buffalo, Philadelphia and other cities, and given firemen's instructions to use them in self-defense. They are without a leader, and it is surprising to note that their riot was not more disastrous. It is a dangerous piece of business to place firearms in hands of undrilled men and turn them out to quell a disturbance.—Sioux City Times.

* *

The work of the Pinkerton detectives at Albany, N. Y., was about what might be expected. Their simple presence there, in the employ of the railroad company, was calculated to stir up dangerous excitement. The strike of the employees of the New York Central road alone brought things to fever heat. To bring in bands of mercenaries at such a time, even on pretext of guarding the railroad property, could not fail to produce irritation and collision.

Such was the result. The so-called detectives, being assaulted or seriously menaced, proved to be too ready with the revolver. There was bloodshed and riot, and as always is the case, innocent men and even women and children were wounded and shot down in the streets. This serves only to raise the excitement to a still higher and more dangerous pitch. If the railroad company was justified in bringing in armed mercenaries in the first place, then it would be warranted in adding to the horde, and thus virtually appealing to force and fighting out a war on its own account.

But the method of government by Pinkerton mercenaries is not justifiable in the first instance. It is bad policy for the railroad company. It is bad because it inevitably leads to just such a situation as exists at Albany. The local sentiment is always powerful against the employment of outside force, even under the sanction of law. The men who can be enlisted for such work are invariably just such men as ought not to be permitted to engage in it even if it were otherwise legitimate. This fact is well understood, and it is one of the causes behind the intense prejudice against the employment of outside mercenaries. Railroad companies ought to have the good sense to appreciate this fact.

The reliance of proprietors for protection must be in the ordinary agencies of the law. The plea that these are inadequate is a ready one, and it can be made plausible. It is, however, really an indictment against our laws and against our system of government. It is a plea that would as well justify lynch law. It is the plea of the anarchist on the one hand and of the dictator on the other.

There is no reason why a railroad company should not rely, just the same as anybody else, on the ordinary instrumentalities of the law. The property of railroad companies is no more sacred than that of other citizens, and they should not be permitted to recruit and employ armies of irresponsible mercenaries. The evil involved in the promiscuous employment of armed mercenaries is far greater than the evils that it is intended to remedy.

Some of the western states have passed laws forbidding the employment of such forces as have caused the trouble at Albany, and it is probably only a question of time when all the states will have to adopt a similar policy.—Sioux City Journal.

An Anti-Monopolist's Views.

In Albany Journal.

To The Editor of The Evening Journal:

I desire to congratulate you on the manly stand you have taken in *The Evening Journal* in favor of popular rights and against the narrow and selfish policy recently inaugurated by the present management of the New York Central railroad. The Webbs, the Clarks and the Voorheesses, who seem to have supplanted Mr. Depew and Mr. Toucey, act as if that great highway were their private property, to be controlled and run exclusively in their interests and regardless of the public good.

"If I order my cook," said one of my managers, "to build a fire in my kitchen with shavings and she disobeys me and builds it with kerosene, shall I not be justified in discharging her?" And with this method of reasoning he satisfied himself that the public highway—the Central, Hudson railroad—was like his kitchen—the employes to be ordered about and dismissed as he would dismiss his cook, without regard to the traveling public; without regard to the shippers; without regard to the state which chartered the road on condition that it should be operated for the benefit of the people as well as for the profit of the Vanderbilts and their connections.

Notwithstanding the fact that one of this family thought so little of the people that he consigned them to a very torrid place, there are many persons yet here who are old-fogyish enough to believe that the people of this state have, and ought to have, something to say about the management of the railroads of the state. The state has granted to these corporations most valuable rights, privileges and franchises. Railroads are made by law public highways, and when they took their charters they agreed to operate their roads for the public. They owe the public this duty, and the public, which has no interest in Mr. Webb's cook, has a great deal of interest in seeing to it that these corporations fulfil the object of their creation.

Nothing short of the act of God, the public enemy, or superior force should prevent the operation of these roads; and if the Central Railroad Company had a wholesome fear of justice it would have all its trains running within a day. Through such sources and objectionable

methods, however, as it so well knows how to reach and utilize, it is able successfully to defy public opinion and break its agreements without fear of punishment.

I regret that in pursuing such a course corporations often have the support of judges and courts. For instance, last year, the Atlantic Avenue railroad of Brooklyn shut out all its men because they insisted on living up to the law which prescribed 10 hours labor for a day's work. Not a car was run on the road for a week. Thirty thousand people had to walk every day or seek other conveyances. The attorney-general brought an action against the company claiming that it had violated its charter, which required it to run cars in sufficient numbers to accommodate the public and as often as it advertised to run them which was at least every ten minutes, and although the law expressly provides that the existence of a corporation may be annulled when it offends against any of the provisions of its charter, or fails to exercise its powers, yet the general term of the second department held that charter was not forfeited because the road *had not suspended its ordinary business for one year*. If this be good law, and I question it very much, the sooner the Legislature takes the matter in hand the better, provided the members be not elected by the railroads and other corporations.

I make this proviso because I notice a tendency on the part of these bodies to send out its controlling influence in every direction. I fear that even the commission now in session to propose amendments to the constitution is not free from baneful corporate influences. The proposition to elect General Term judges, not from the several judicial districts, as now, but by a vote of the people of the whole state, will, if it becomes a part of the constitution, enable the political bosses who are connected closely with railroads, express companies and other corporate bodies, to name the candidates of both parties for judicial offices, and whichever side loses at the elections, the corporations will always win. Again, the proposition submitted to the commission to elect judges for a term of eight years, instead of fourteen, as now, is unannouncedly opposed by the corporation lawyers in the commission, while many who are friends of the people favor it. To adopt it would compel judges to give an account of their

stewardship to the people at least every eight years, and if faithful, they would be rewarded by a second or third term. To adopt it would in a measure subject the judges, like other officials, to the will of the people—just what the corporations fear, and what they will oppose; in fact, life tenure is what they want.

Of course, corporations are entitled to equal and exact justice, but not to much more; and their exactions from the people and infringements upon the law will sooner or later react upon themselves, unfavorably. JOHN T. McDONOUGH.

The Central Railway Strike and Its Lesson.

General Master Workman Powderly and his associates of the Executive Committee of Knights of Labor are in New York, making an effort to adjust the differences between the New York Central Railway Company and the strikers. In behalf of the strikers it is proposed to invoke the Arbitration act of the State of New York. But it is said of this step that it is wholly unnecessary, as the strike is practically at an end, and there is nothing to arbitrate. If such be the case, the railroad company would have nothing to loose in submitting to arbitration by the official board constituted for the purpose of settling disputes between employers and employees. The facts, however, do not justify the cheerful assumptions on the part of the company. The reduction of the number of local passenger trains and the accumulations of freight along the lines of the road indicate that the trouble is by no means at an end.

There is no doubt that the railroad managers dismissed certain employees for the sole reason that they were prominent members of the organization of Knights of Labor. At least, no other definite ground has been given to the public for their dismissal; and this is the only motive assigned by the strikers for their movement. Here, then, is matter for arbitration.

If it be conceded that railroad companies, as well as other employers, have a right to dismiss employees without assigning reasons for their acts, it is just as certain that workingmen have an equal right to defend by a strike, or by any other legitimate means, the labor organizations to which they belong. In France

these organizations, or "syndicates" as they are called in that country, are recognized to the extent of making it a misdemeanor to discharge a workingman for the sole reason that he is a member of one of them. Were this law in existence in New York there is no doubt that Third Vice-President, Webb, and other officials of the New York Central Railway Company could be indicted under it. While there are no such laws in this country, there is a public sentiment which is alive to the principles of equity underlying them. If railroad companies make war upon labor organizations by dismissing their members as such, and refuse to arbitrate the question thus raised, there is no present alternative for workingmen but to submit to the annihilation of their labor unions or strike.

But as strikes have for the most part proved not merely ineffective but disastrous to labor, and as there is no disposition to submit to the destruction of the unions, what, then, remains for the protection of workingmen against the aggressions of corporate power? The answer is, a more perfect organization. Had the employees of the Central Railway Company been thoroughly organized and perfectly harmonious this strike would never have taken place; for there would have been no occasion for it. Vice-President Webb, would never have risked a conflict with a compact and thoroughly organized body of workingmen upon the grounds assigned for the present strike. Nor would workingmen, when fully organized for self-defense, offend public opinion and injure themselves by obstructing railroad intercourses because of the dismissal of incompetent or unworthy associates.

While the right of the railroad company to dismiss its employees and the right of the Knights of Labor to defend their organization come into collision, a third right has assumed itself in this strike. There has been little attempt on the part of the strikers to terrorize by threats or by violence those workingmen who entered the service of the company in their places. The right of workingmen outside the regular organizations to dispose of their labor on their own terms has been firmly maintained. The fact that the railroad company has been able to defeat the strike by drawing on a large force of irregulars only emphasizes the necessity

of a more perfect organization of workmen. The more thorough this organization of labor for its own protection, the less the danger of industrial warfare, destructive alike of the savings of both labor and capital. Hence, the public has quite as great an interest in the success of labor organizations as have the workmen themselves.—*Philadelphia Record*.

Conductor "Tom" Garrity.

W. Lee Stiles, of Packerton, is furnishing biographical sketches of well known railroaders to the *Easton Sunday Call*. His latest sketch has Lehigh Valley Railroad Conductor Thomas H. Garrity for a subject and is as follows: "Mr. Garrity was born at Hazleton, in 1849. At the age of 9 he was employed as slate picker and as driver boy in the mines of A. Pardee & Co. Later he was engaged on the Lehigh canal, running between Mauch Chunk and Philadelphia. These were the days when boating paid. Then he secured employment on the Hazleton division as coal train brakeman. Soon after he went on the Lehigh Valley Railroad in the same capacity. In '67 he went on the Camden and Amboy as baggagemaster, running between Jersey City and Perth Amboy. Shortly after he took a position as passenger brakeman on the Central Railroad, but was soon promoted to baggagemaster, running between Jersey City and Elizabeth. In 1874 he returned to the Lehigh Valley railroad, commencing at the foot again as brakeman on coal and freight, sometimes acting as extra freight conductor running between Sugar Notch and L. & B. Junction. He was extra baggage master during the Centennial, after which he was given a regular run on a local train between Wilkes-Barre and Pittston, of which the late C. E. Marsh was conductor. He served in this position eight years. In May, 1884, he was promoted to conductor. Mr. Garrity was married at Pittston in 1880. Two children bless the union—a boy and a girl—aged respectively seven and four years.

He resides at 58 Lincoln street, Wilkes-Barre. He is still quite a distance from the half century post. He has a happy disposition; is a trusted employe, a genial companion, popular among his companions, who one and all wish Tom the fullest measure of enjoyment through life.—*Wilkes-Barre News Dealer*.

"Tom" is a member of Division 147.

The Conductors' Clam Bake.

The annual clam bake of Millard Division of this city, at Livingston Manor, yesterday, was one of the greatest successes in the history of the Conductors' organization. The weather was all that could be desired, and the attendance at the grove, both afternoon and evening, was very large. It is estimated that there were over 1,000 persons present during the day, and half of the number were from the city. In the evening, many persons who could not be present during the day went to the grove and spent a pleasant evening, in dancing and other enjoyments provided by the conductors.

In the afternoon there was a game of ball between the Asylums of this city and the Livingston Manor club. As might reasonably be expected, the Sullivan county boys were no match for the Asylum's crack team and the score at the end of the game was 17 to 2 in favor of the Middletown club.

There was good dancing music, and those who delight in tripping the light fantastic toe had ample opportunity for enjoyment.

The "bake" was a success. There was an abundance of clams, chickens, fish and green corn, and all who were at the grove had a good dinner if they had the money to pay for it.

Those who were present last evening from this city, say that they never spent a more delightful evening. They had as much enjoyment as could possibly be crowded into the few hours they spent at the grove. They arrived home in good season and are looking forward to the next year's Conductors' clam bake as the most important event of the coming year.—*Exchange*.

Mr. Depew Is Not In It.

Who'd thought the like! His "boys" to strike
While Chauncey's o'er the sea;
They'll not have heard an unkind word
From such a "boss" as he!
But now hearts burn and blood is hot
The master hand's fine tact's forgot,
Webb's "in it"—but Depew is not,
That all agree!

Pinkerton's men are out again,
They're "down on" strikes, they say;
Their clubs are rash, their motto's cash,
They're out for corporate pay;
"No arbitration," Webb declares,

"I know best of my own affairs;"
But every man this feeling shares—
That wasn't Chauncey's way."

Now, if Depew were in it and
Were on the scene to-day,
And were to wave that graceful hand
And ask to say his say,
The strikers' faces would be sure
To break out into smiles once more—
"A story?" Half the battle's o'er;
That's Chauncey's way!

Only a Brakeman Killed.

FOR THE CONDUCTOR.

Over the length of the shining track,
Flinging its clouds of vapor back,
Rumbled the engine heavy and black.

Leans from his window the engineer,
Watching to see if the track be clear,
Forward and backward, far and near.

And over the valleys, green and still,
The long clear whistle resounded shrill,
Echoing fainter from hill to hill.

While swift as an arrow, in its flight,
Through heat of summer, and winter's blight,
Flew the great engine, by day and night.

* * * * *
Suddenly, out on the shuddering air,
The whistle shrieked with a wild despair,
And the long train paused on the desert bare.

Men in the smoker, raised their eyes.
With a gesture of indolent surprise;
And questioning found but vague replies.

And back in the sleeper, with faces white,
The women peered through the morning light,
With strange, uncertain, and nameless fright.

And the drummer sauntered along the aisle,
With his graceful, air and alluring style,
And then returned with an easy smile;

"Its only a brakeman killed," he said.
Went under the wheels: was picked up dead
Train'll move in a minute," he said.

Just for an instant, a sigh of pain,
Rose to the lips of women and men;
Then, jest and laughter went on again.

What did it matter that just ahead,
With a cruel wound in his boyish head,
A fellow creature was lying dead?

What did it matter to anyone,
Under the light of that Autumn sun?
From a world of men, it was only one.

The earth grows richer, and commerce thrives
And what do we care for the brakemen's lives,
Or the grey-haired mothers, or weeping wives?

Who that runs in this breathless race,
For a handful of gold, a name, a place,
Can pause to look in a dead man's face?

If one would climb to a gilded throne,
The way, perchance, may be thickly strown
With workmen, mangled and overthrown:

What though their spirits were choice and brave
We will spare them enough to buy them a grave.
Is this not all they can ask, or crave?

The world has little but bitterness,
For him who cannot achieve success,
From its own false standard of sordidness.

But God looks on with a lidless eye,
Our Moloch-worshipping souls to try;
And the scales will be balanced, by and bye.

EVA B. PILLSBURY,
Escanaba, Mich

Brother C. F. Wadleigh is a member of Division 146, and from the following item which we find in the *Gazette and Courier*, published in Greenfield, Mass., seems to be at home in other vocations than running the train:

Our popular local conductor, C. F. Wadleigh is running a Monarch buffet parlor car from Springfield to Newport, Quebec and Boston. Mr. Wadleigh has proved himself one of our most reliable railway conductors, and is already gaining a reputation in this new field. We wish him the success he deserves.

.

Of all the good hotels in the west, none can excel the Bates, of Indianapolis and the Louisville of Louisville, and the way-farer who finds himself in either of the above places will make no mistake if he sojourns at the caravanseries named. We are indebted to both for special courtesies, but our members who know say that just such courtesies are extended to every guest, and that they are not considered special by those acquainted with the managements.

.

Now that the Order of Railway Conductors is in line with the other organizations and in touch and sympathy with progressive ideas, let the new era be hailed with genuine good will and the past be forgotten. The new executive represents the ideas that were never responsible for the troubles of the past, and there is no good reason why the Order as it now stands should not be looked upon as a true and useful one to organized labor.

—*Railroad Trainmen's Journal*.



Sleepy-Time.

ROCKABY, rockaby;

A little daisy, pink and sweet,
Half shut its leaves, oppressed with heat,
And that it might to slumber go
The Zephyrs rocked it to and fro;

Rockaby.

Rockaby, rockaby;

A rose-tree near the daisy grew,
And that the sun was hot it knew,
And dropped its branches low, to spread
A shadow for the daisy's head;

Rockaby.

Rockaby, rockaby;

An oriole, like a golden flame,
Down from his swinging place came,
And in a warble soft and long
He sang a pretty cradle song;

Rockaby.

Rockaby, rockaby;

An hour the daisy slept and dreamed,
And then uncurled its leaves and seemed
As pink and fresh as when it burst
From out the tiny bud at first;

Rockaby.

—Ellen V. Talbot, in *September Wide Awake*.

Editor Railway Conductor:

Of late I have been very much interested in the Ladies' Department, and wish to add my mite.

Nearly every house wife has at some time or another tried her hand at dyeing, and but very few have met with success. As "dyeing" is one of my few accomplishments (?) I will give my way. If a garment is to be colored, it is best, unless it is heavy goods, such as coats, cloaks, etc.; to rip it up. Be careful to pick out all threads and to wash well in strong suds, rinsing well. All grease spots must be taken out of the cloth. The next step is to weigh your goods, and determine the color to use. I always use Diamond Dyes as they are so much easier to use than any others. Each package is marked with the num-

ber of pounds of goods it will dye. Do not try to dye any larger quantity than it says, as just here lies the cause of many failures.

Tie the dye up loosely in cheese cloth place in a bowl, and pour hot or boiling water over it according to directions. The dish you dye in must be either new tin or some sort of earthen ware; a well-cleaned tin coal oil can or a stone crock, are good. If one dish is not large enough, use two or more, dividing the dye between them. If one part of a garment is put to boil in the dye, note how many minutes it boils, and boil each part the same length of time. This will insure all parts being the same shade. Do not dye a part of your goods and then put the remainder into the same dye, in the hope that both will be the same shade, for if you do you will be disappointed. It is well to let the dye dissolve over night, and before adding it to the water be careful to strain it through thin cloth. It is best to strain twice, as then there will be no particles of undissolved dye to spot the goods. While boiling, the goods must be constantly stirred and turned over with two sticks using care to get all bubbles from under the goods, as they sometimes cause spots. After they have boiled until the desired color is obtained, by holding the goods up between you and a strong light, the color can be seen very nearly as it will be when dry. If you are dyeing woolen goods, and do not wish it to shrink, be sure to rinse it in hot water. Stir them in this water until it becomes colored, then turn off and pour clear hot water over the goods. It is well to put them through three or four waters. Hang up in the shade, without wringing the goods, as this causes wrinkles. When nearly dry, take down and press with a moderately hot iron until dry. In coloring hosiery or gloves, do not hang them up as they will look streaked, but wrap them up in clean cloths and lay in a dry place.

Ribbons should be first cleaned in suds, by holding the soiled places on a glass bottle and scour with a nail brush and soap. When rinsed fold up and squeeze; never wring ribbons as it breaks the grain. After being dyed and rinsed

roll around a large bottle with cloth between. When dry place upon an ironing board, place a warm iron upon one end, hold the iron firm and quickly draw the ribbon through under it.

If this proves acceptable will give directions for "dry dyeing" men's clothes, felt and straw hats, also directions for painting with colors made from the dyes.

J. M.

A Cobweb Party.

To present this entertainment successfully requires some little expenditure of time on the part of the hostess, but she may easily find willing aids at this season of leisure. Let her first request a dozen or more of her friends to prepare some simple, inexpensive article of fancy work, or a small gift which may be purchased in a small country store, and let this be wrapped up carefully in a paper parcel or box. The only other requisite of the game is a supply of rather strong cord in long pieces. Several balls of cord or twine may doubtless be found at the village store. Tie one of the prize packages firmly to one end of the cord, and, having secured a room which need not be opened until the entertainment begins, conceal the parcel in some easily-found nook, perhaps behind a picture or under the table, or underneath the chair seat, taking care to fasten it well in its place of hiding. Now, as your ball of cord slowly unrolls, wind it about chair legs, door knobs, to the chandelier, the tops of picture frames, to curtain cornices and lambrquins, anywhere at all, but let it extend to all parts of the room and when the line is of good length, fasten the end to the door knob, for convenience, until the others are arranged. If you have several colors of cord, so much the better. Treat each package, whether full or empty, in the same way. A half-dozen ladies will arrange the cords together, and when you have prepared as many cords as you have invited guests, twining and intertwining them in every possible and impossible way, the room will look like a labyrinth of strong cobwebs. Very great care must be taken to secure the cord to the package and to tie or otherwise safely confine it in its hiding place, otherwise your labor and the pleasure of your guests will be lost.

When a number of cords, twenty-five or thirty, we will say, have been arranged, they may be kept together in a variety of ways until needed. The room may suggest the best arrangement for each hostess. If each is, in turn, wound around a reel or large spool, or if all be wound together on one ball, they may be easily unrolled. When the door is opened for the guests, to each in turn

is given the end of a cord, and he is directed to follow the line, winding as he goes, until he reaches the end. When twenty or thirty people are thus engaged in disentangling and uncrossing so many cords the room presents a lively appearance. Each is intent on finding his own prize and all sorts of amusing mishaps occur. When a package is found, all the seekers are allowed to pause in their task to inspect it and congratulate the finder. A player who has finished his own cobweb, is at liberty to pick up any other which may have been dropped inadvertently. Rules are flexible and may be greatly varied to suit the occasion and the age of the participants. Any one may intimate to the hostess to whom the cord leading to her prize shall be given. When the room has been arranged, the disentangling may occupy two or even three hours.—*Helen M. Norris, in September Wide-Awake.*

There Was One Present.

"Is there a man in all this audience," demanded the female lecturer on Women's rights, fiercely "that has ever done anything to lighten the burden resting on his wife's shoulders? Is there a man here," she continued, folding her arms and looking over her audience with superb scorn, "that has ever gotten up in the morning, leaving his tired, worn out wife to enjoy her slumbers gone quietly down stairs, made the fire, cooked his own breakfast, sewed the missing buttons on the children's clothes, darned the family stockings, scoured the pots and kettles, cleaned and filled the lamps, swept the kitchen, and done all this, if necessary, day after day uncomplainingly? If there is such a man in the audience let him rise up. I should like to see him!"

And away back in the rear of the hall a mild-looking man in spectacles, in obedience to the summons, timidly arose. He was the husband of the eloquent speaker. It was the first chance he had ever had to assert himself.

During a Domestic Breeze.

Husband (sarcastically)—Yes, you are a smart woman; you never did anything foolish in your life, I suppose.

Wife (placidly)—Yes, I did. I am not entirely free from weakness; I once did a very foolish thing.

H.—It's a wonder you admit it.

W.—What's the use of denying it when everybody knows it?

H.—What was it?

W.—Marrying you.—*Boston Courier.*



The Conductors' and Brakemen's Excursion.

About 500 left St. Thomas by the G. T. R. train and as many more by the M. C. train. The latter started at Ridgetown and picked up four coach loads on the way here. No stop was made between St. Thomas and Waterford, when several more were taken, ten coaches being filled. The G. T. R. train had twelve coaches, which were all filled when Brantford was reached. Another train also came from Cayuga on the G. T. R., conveying about a like number. On arriving at Brantford a procession was formed, headed by the 7th Battalion Band, and proceeded to the City Hall, where addresses of welcome were delivered by Mayor Read, J. K. Osborne, President of the Board of Trade; T. Elliott, Vice-President of the B., W. & L. E. Railway, and ex-Mayor Henry. Replies were made by Mayor Morse, Conductor A. Smith, President of the Committee; J. Haslam, Vice-President; Mr. W. E. Idsardi, President of the Board of Trade, and Mr. D. McColl, M. P. P. The Mayor, Ald. Doggett, McCully, King, McKay, Cole and Oill, and Messrs. W. E. Idsardi, President, and J. W. Stewart, Secretary of the Board of Trade, and Chief Fewings, were the guests of the city of Brantford.

The following programme of games was carried out in the Agricultural Park. Much amusement was caused by the race between "Jumbo" Jones, M. C. R. conductor, weighing 230 pounds, and Geo. Smith, G. T. R. engineer, weighing 230 pounds, Conductor Jones, it will be seen, winning:

Special race, between L. Jones, M. C. R. conductor, and George Smith, G. T. R. engineer, for 100 yards; prize, easy chair. L. Jones.

Conductor Alexander Smith, who was present, is a handsome fellow and looks well in his dark blue uniform. His popularity is such that when the band plays in his presence the programme always begins with "Little Annie Rooney."

Secretary Mackenzie and Treasurer Cowley are given a great deal of credit for the good work they did towards making the excursion the success it was.

The easy chair won by Conductor L. Jones was presented by D. McColl, M. P. P.

During the progress of the sports the 7th Fusilier's band gave an excellent concert in the grand stand, which was crowded.

The visitors, guests of the city, were driven round in the afternoon to see the different objects of interest in the city.

The lacrosse match to have been played between the Lisgars of Tilsonburg and the Beavers of Brantford was not played, owing to the very wet condition of the grounds.

The musicians were Ed. Farr, leader; William Martin, cornet, and S. Taylor, trombone. The dancing was entered into with much mirth and jolity. St. Thomas people gave the Brantfordites and others present some pointers on the art of "tripping the light fantastic."

The M. C. R. train was in charge of Conductors L. Jones and Alex. Smith, Engineer Kains. The G. T. R. train from this city had Conductors Teat and Thompson to Tilsonburg, where Miller relieved Teat; Engineer, William Pitt. On the train from Cayuga Conductor T. C. Jones handled the punch. Engineer, Ted Lowe.

PINE BLUFF, Ark., Aug. 18, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: As it has been a long time since anything has been heard from Division 251, of which division your humble servant, the member from Arkansas with his straw hat, had the honor of representing at Rochester, I will drop you a few lines just to let the Brothers throughout the land know that we are still alive, as is the member, despite the hilarity and inclement weather of Rochester.

Our division numbers thirty-three members, with a goodly number of applicants on the anxious seat. I think by the next convention we will have fifty members. When you take into consideration that we have only one road to draw from, and that we have only been in existence ten months, and that we never fail to meet every Sunday night, I think is doing very well.

I had the pleasure of meeting Brother Clark at Little Rock last week, where he, to the satisfaction of everyone, adjusted the difficulty which at

that time existed on the Iron Mountain. I went up to the Rock just to see how a Grand Chief Conductor looked and acted in a time of trouble, this being the first time a G. C. C. ever was close enough to this country for a long horn to catch sight of. Brother Clark was the recipient of so many compliments for the just and masterly manner in which he adjusted this trouble, that I fain would hold my tongue for fear of enlarging his head, but I must say that every additional day that passes over my head makes me a little prouder that I am one of the many that was not afraid of my superintendent and voted for elimination and Clark. There is now the very best of feeling between all the different organizations on the Iron Mountain system, which I can truthfully say extends, also, to this system. Everyone I have talked to about federation, and I have spoken to nearly all I have met, jump at it like a trout after a minnow. I want to say just this one thing, that we have as thoroughbred a lot of men on the Cotton Belt as marks the earth, and some day I will give their names, runs, ages and complexions, however, if you are at St. Louis on August 31st. you will more than likely meet some of them. Daddy Jack Neimeyer, our C. C., has put himself on record that he will be there, if he is the only man present. I also have a sort of a hankering to be there myself.

Now, Brother Daniels, with a reminder of your solemn promise to me that you would not print any of my bad spelling I will close, with kind regards to all, I am

Yours in P. F.,

WILL C. HAZELTINE,

Secretary and Treasurer Division 251.

CLEVELAND, O., August 10, 1860.

Editor Conductor.

DEAR SIR AND BROTHER: There is a great deal being said and written in regard to our late G. C. C. It strikes me that it is poor policy to keep picking at him all the time. We have got rid of him and I think we ought to consider it good riddance to, &c., and let him go. He can't hurt the old O. of R. C., for the simple reason everybody is "on to him" and don't pay any attention to him any more than they do the *Toledo wind-bag*. Let such people alone and they will hang themselves every time. If the step had been taken six years ago we would have been far better off than we are now. There are lots of good men that would have been members of the Order long ago, if it had not been for C. S. W. and his teachings. There is division not one hundred

miles from here whose number is less than eighty and more than sixty, that three years ago was counted one of the best in the state; it had forty good live members. How is it to-day? You can count the members on your fingers and a quorum is hard to get. Why is it? Simply this, it was ruled by a strong C. S. W. man, and a man that went to the division superintendent and told him, "if he ever got into trouble with his men to call on him, he could, and would, furnish him as many men as he wanted to handle his trains." I understand this man has made application to the I. O. of R. C. What gets me the most is, where the "independent" part of the concern comes in. I never heard of a man being called independent that was not a sneak and a coward, and that would not come and go at a sign of a superintendent or trainmaster as some men do. Brother, these people are better out of the Order than in it, for it is the likes of them that have placed us in the light we stand in before all other organizations. (447)

LOGANSPOUT, Ind., Aug. 20, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: You have two letters from me, as correspondent of Division 110, as yet unpublished. We of course do not expect to see them in print at this late day, as they were written fully six months ago, and after waiting so long in hopes that they would come to the surface, finally concluded to try again.

Business on the Pan Handle is and has been rushing in both the freight and passenger departments; in fact, so hard and steady were we worked that several of the conductors were forced to take a rest. Brothers Vankirk and Hartsook laying off for thirty days, and others who were not so tired for two weeks only. The writer finding the latter period ample time to get in condition.

Mr. Chas. Watts, although general superintendent of the Northwest line west of Pittsburgh finds time to take a run over his former territory occasionally, and while he is with us we feel like the boy with his first pair of pants.

Division 110 is in very good shape financially, and composed of members noted for their energy, each one trying to out do the other when there is anything to do, and while it is proverbial that "many hands make light work," "too many cooks sometimes spoils the broth," so with best wishes for the future I remain,

Yours truly in P. F.,

L. M. D.

Correspondent Division 110.

FT. SCOTT, Aug. 18, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: As there has been nothing from this place in THE CONDUCTOR, I will try and write a few lines giving a few items. Our division (165) had a big turnout yesterday, the best meeting our division has had for years. We have work every regular meeting and call specials every other Sunday. Have taken in four new members and have three more applications balloted on and eight more to come at our next meeting. Division 165 is solid and true. The members of this division are all working to build up and make it the best in the state. We give great credit for the success of this division to our C. C., W. H. Churchill; he works early and late keeping us posted. We had three visiting Brothers of the right make at our meeting yesterday: Brother Talbot, of Division No. 11, Brother Brady, of Division No. 121 and Brother Hayward, of Division No. 9. They were well pleased with our division work. We bid them welcome to come as often as they could. Well, as this is the first effort to write you I will close for this time, and will try and do better next.

Yours in P. F.,

J. A. SLAUGHT.

CLIFTON FORGE, Va., Aug. 18, 1890.

Editor Conductor.

If you can find space in THE CONDUCTOR you can print this for the benefit of the Order.

July 1st, 1890, Division 184 had enrolled on its books thirty-one members, December 31st, had twenty-six, March 31st, had twenty-four, August 1st, had twenty-nine and one member who will take third degree next meeting, with four petitions in and several blanks out which will be filled up and handed in at an early date and two members of other divisions who are located here that have asked for transfers to this division, and others who are anxious to become members as soon as eligible. We have no seceders here. We have no conductors members of the Order, or not, that we could even loan the new order. We believe they would kick like wild fire if it was mentioned to them.

We have a corresponding secretary somewhere among us, but he must be indisposed as we never hear from him through THE CONDUCTOR, but can hear of the widower delivering a water melon occasionally at a certain town on the line, but think the trade will soon be over with him, as we hear Bob will take Miss Ella home with him before long. Bob do tell us it is time.

From yours in P. F.

A MEMBER.

The following changes have been made in the Division Directory since its publication in THE CONDUCTOR.

Div. No. 1 meets 1st & 3d Sundays only. Address Secretary care Sherman House,

Sec'y Div. 4 should be H. McFarlain, 103 south 1st street.

Address of Sec. No 8 should be Rundel Park.

Div. 24, Acting Sec'y, J. A. Sturtevant, 80 Main St., St. Albans, Ver.

Send correspondence for Div. 30 to C. C.

Sec'y of Div. 35 should be N. C. Stone.

C. C. of 40 should be J. O'Neill, Portland Blk.

Address of Sec. No. 40 should be 2445 13th Ave. South.

Address of Sec. Div. No. 46 should be 1416 Chestnut St.

Address of C. C. Div. No. 50 should be R. L. Pollard, 373 Asylum St. Hartford.

Address of Sec. Div. No. 50 should be M. L. Perrin, Hartford, Conn.

Div. 57 meets 1st & 3d Sundays each month.

Address of Sec'y of 61 should be 618 Avon St.

Address of Sec'y of 80 should be 103 Osborne St., Montreal, P. Q.

Address of C. C. of 81, 908 2d. Ave., Rock Island, Ills.

Address of Sec. 84 P. O. box 593.

Address of Sec. 111 G. H. Odell, box 977, Los Angeles, Cal.

Address of Sec. 118 32 Hays St.

Div. 120 meets every Sunday at 2 p. m.

Address of Sec. 123 700 Spring St.

Name of C. C. of 132 should be W. L. Hawthorne.

Name of C. C. of 139 J. E. Fagan.

C. C. of 140 should be R. H. Smith.

Name of Sec. 161 should be D. H. Hollister.

C. C. of 162 W. J. Maxwell, Chestnut Hill, Philadelphia, Pa.

Address of Sec. of 162 should be 4128 Parrish St.

Sec'y Div. 165, J. A. Slaughter, 524 Ewall St.

C. C. of 166 should be W. H. Budd, Monroeville, Ohio.

Address of Sec of 166 should be 63 Franklin St.

Div. 171 meets 1st & 3d Saturday each month.

Div. No. 178 has surrendered its charter, account of scattered membership.

Address of Sec. 183 should be Piedmont, W. Va.

Sec. of Div. 196 should be G. C. Floyd, Jacksonville, Fla

Address of C. C. of 197 should be Staples, Minn.

Div. 198, Springfield, Mass.—C. C., H. F. Davis, Chicopee Falls, Mass.; Sec., A. A. Beals, The Cumberland, Newton St., Holyoke, Mass. Meets 1st & 3d Sundays at 1:30 P. M. in K. of P. Hall Springfield, Mass

Div. 201, McKees Rocks, Pa.—C. C., J. W. Wright, box 407, Sec'y, D. H. Speer, box 407.

C. C. of Div. 227 should be T. J. Lyon, 1108 T. St.

Send all communications for 240 to C. C.

Sec. of 243 should be Geo. Hall.

Sec. of 249 should be W. H. Mixer, Tacoma, Wash.

Sec. of 252 should be D. F. McPherson, 219 W. 7th St., Leadville, Colo.



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

TRAINMEN AND THE STRIKE.

The question involved in the present strike on the N. Y. C., is one that is of deep interest to the members of all organizations of men engaged in train service, and it is particularly so to members of the Order who are now standing upon somewhat untried ground for them and many of whom are in an exactly similar situation elsewhere to that of the knights on the Central. Members of the Order are proscribed on the P. & R., and while such proscription is in common with all other railway organizations it is somewhat different with us for the reason that with the exception of a spasmodic effort on the part of the Spanish autocrat, Whiskerandos, our members have not been disturbed until since the repeal of the strike clause. It is claimed that employes on the Central were dismissed because of their membership in a labor organization, and while it is denied by the officers, they refuse to give any reason for the dismissals, saying that it is no ones business, and that they have a right to dismiss employes without any other reason than their own sweet will. If the claim of the officers be true, and the men were not dismissed for their connection with the K. of L., but were dismissed without any definite reason being assigned, it still remains a matter of peculiar interest to all railway organizations, and in this case, too, it is of peculiar interest to conductors, who more than any other class of employes, are the victims of this practice, and with them, too, such a dismissal bears an added meaning for it is generally understood that when a conductor is dismissed without a reason, that it is because the employer suspects him of being dishonest, but *dares* not make the charge openly for fear of legal consequences. They profess that out of sympathy for the dismissed employe, the reason is withheld, but in ninety-nine cases out of every hundred, this is simply an excuse and not the reason. We believe that it is not alone our business to see that this principle of "we can do as we please and its none of your business," is not enforced by railway companies, but we also believe that it is of inter-

est to the public. The New York *Sun* which in company with most of the metropolitan papers is, *as usual*, on the side of the corporation, in commenting on the strike, said lately :

"Without disturbing the merits of the original controversy in the least, the essential nature of the relation borne to the public by such an institution as the Knights of Labor was forcibly shown night before last at the Grand Central Station and along the line of the New York Central Railroad.

A great and essential and teeming artery of human circulation is choked without a moments notice. Thousands of the people of this city and elsewhere are subjected to the deepest distress, inconvenience, and personal damage, and such is the detriment for the time being to business and property that the conspirators might as well have taken the torch in their hands at once and added pillage and destruction to their act.

The motto of the Knights of Labor is evidently "The public be damned."

To this a correspondent replies as follows:

"Without disturbing the merits of the original controversy in the least," please allow me to remark that the blue-envelope system, as applied to the employes of the New York Central and other railroads of this country, is the most despicable, cowardly, and dirty of any adopted since the advent of Christ. "Without a moment's notice" a faithful man receives a blue-envelope, and is "subject to the deepest distress, inconvenience, and personal damage". He finds himself black-listed, on a par with an ex-convict, and is ever afterward debarred from seeking employment as an honest man. "Where did you work last?" "On the New York Central, sir." "What did you leave for?" "I received the blue-envelope." "We have no use for you." A story quickly told, and yet as true as day and night. You brand a man "thief" when you send him one of these dastardly missives. The poor devil has little show after that. The motto of railroad autocrats is evidently, "The workmen be damned!" Gradually the good work begun by the martyred Lincoln is going forward, and may we soon see the last vestige of human slavery obliterated in free America. The provincial press may be muzzled by a free pass, but fair play and honest expression of opinion should be accorded the wage earner by the greatest of all papers.

TROY, N. Y. Aug. 10, 1890. JOHN JONES.

And from this the *Sun* deduces the proposition that the demand of the K. of L. is that "an em-

ployer cannot discharge an employe without trial." This is the employer's plea and is not true. What the employes of the Central ask is that employes shall not be dismissed on account of their membership in a labor organization, and if Mr. Webb will give any good reasons for the dismissals made, the strike will end at once. Mr. Webb says it is none of their business and none of the public's business what they were discharged for, and while this may in a sense be true, it is not true as a general proposition. If Mr. Webb or any other, attempts to control the private affairs of his employes, it is something that interests the public as that gentleman will perhaps learn to his cost. The interest and rights of the public and the employes are well stated in an editorial from the *Philadelphia Record* quoted in another part of this number. The contest is one which must be of interest to conductors generally, and the knights should have and undoubtedly do have the sympathy of the Order on the Central as well as elsewhere. So far as we are informed, no aid has been asked of them and it is not likely that they will take any part in the strike unless forced to do so by the action of the company. They certainly will not take the strikers places and will undoubtedly aid them unasked, to the extent of declining to take out any trains that are not properly manned by safe men. The prospects are that unless aided the knights will lose; should the federated associations of railway employes join them, it will make the result doubtful to say the least, with the odds largely against the company, and Mr. Webb will have to spend his "\$2,000,000 to defeat the strike" if not more.

We believe that the employes of the Central could secure better results from affiliating with the different organizations of railway employes instead of with the Knights of Labor, but that is a matter for them to decide for themselves, and as the principle contended for is one that is of vital interest to all, there should be no question as to the side on which employes generally should be found. We also believe that the Knights were somewhat hasty in precipitating the strike without counting the cost or without fully realizing the odds against them, and that they would have been in a much better position now, if they had secured the co-operation of the other organizations before taking the final step.

One statement made by Webb is, to those who are at all acquainted with the facts so manifestly false that it does not deserve contradiction, except for the general public who are not posted and that is, that the "Central pays better wages than the western roads." The Central does not pay any class of its trainmen as much as is paid by the

western roads, unless it is "emergency" pay just now and under present circumstances, as for instance it is said that the brakemen on one of the first freight trains run were paid forty dollars each for the trip, and this is rather more than the western roads pay, and in that sense the Central is paying more, but any statement that the Central regularly pays its employes more than is paid by western roads is false, whether it comes from the Vice-President of the road or any one else.

ARE CONDUCTORS DISHONEST.

We publish in this number, an article from the *Chicago News* purporting to be an interview with several railway officers in regard to the honesty of conductors, and comment thereon a little.

"Nine times out of ten when a man gives money to a railway conductor with whom he is not acquainted he thinks he is simply adding to that officials wealth." This is a rather broad assertion and if true would indicate that the general reputation of conductors with the public is rather low. The statement however is not true but on the contrary is notoriously untrue, and of those who do accuse the conductor of dishonesty, it is safe to say that nine out of ten, either have a little private grudge against them or are dishonest themselves. The man who has attempted to beat the conductor, failed and been left to his reflections by the wayside, will always denounce the conductor as a thief; and so also will the man who has tried to induce some conductor to accept about half the regular fare and failed. It is an undeniable fact that there are some dishonest conductors but if the *News* reporter will interview any number of reputable men who travel, ninety-nine out of every one hundred of them will tell him that conductors as a class are in their opinion honest men and that opinion is likely to be founded upon business acquaintance. The writer has often been accused by ignorant persons of trying to make ten cents when he has collected the "ten cents excess" in spite of opposition and has always replied to such an accusation in the language of the old story, and informed the passenger that the "ten cents was for the company and the dollar for me," and the person who is thus compelled to pay the ten cents will as a rule accuse conductors of being thieves. The large majority however of those who charge the conductor with dishonesty are those who do so with the intent of being humorous, and when it comes to a comparison with the general public we believe from experience that the conductor will be way ahead. The man who denounces the conductor as a thief is the very man who will make a proposition to the conductor to "divide," and if perchance in a

crowded train, the conductor happens to miss him his attention is so fully occupied with something else that he can't possibly think to call the conductor's attention to it, and his conscience don't prevent him from riding again on the ticket that he has already used, yet it is a laudable action for him to defraud the company, while if the conductor does so he is dishonest. It not infrequently happens that a clergyman will be indignant if asked to show the conductor his permit to ride on a half fare ticket, and if he doesn't happen to have such a permit and the conductor collects the additional fare, he is often charged with dishonest motives in so doing.

The opinions of the majority of those interviewed by the *News* man, fully disproves the assertion made by an Illinois Central officer, who says that: "All railway officers are pessimists," on this subject and who believes that company is being "robbed of an enormous amount" and quite likely he is correct in his opinion in regard to robbery, but it is also more than likely that the conductors are getting but a very small share of the plunder; and we have found it an extremely good rule to watch very closely the man who suspects every one but himself of dishonesty. This officer refers to the well known duplex or excess ticket as a check on conductors, but says they may not use it; conductors do not object to any reasonable check or surveillance, and what they object to in regard to this duplex ticket is that they are sometimes expected and required to perform impossibilities. These tickets must be punched five times, some of them more than that; the conductor must punch the day, month and year, the points between which a fare is paid and sometimes the amount of the fare itself, requiring from one to three or four additional punches. The points, dates, etc., are indicated by small figures on a ticket that is crowded full of numbers and reading matter, and the conductor may and often is required to get through three or four coaches in five or six minutes, and if he should receive any cash fares he must do one of two things, postpone punching the duplex or let some of his passengers "get away"; if he does the first, he is liable to be reported and accused of dishonesty; if he does the second, the very man who gets a ride without paying is likely to report the conductor for not taking his ticket, and the conductor to be dismissed for incompetency. The dishonest conductor is almost absolutely sure to be detected sooner or later and in a way that permits of no room for doubt. The conductor has spotters enough after him all the time; every man who is made to pay "excess," every man who has a crooked ticket which the conductor detects, every one who attempts to ride on a pass

that does not belong to him and is caught, and every individual who tries to tempt the conductor to dishonesty by a proposition to "divide" and is refused, as a rule immediately resolves himself into a "special agent" whose great aim is to procure the dismissal of that conductor, and when we reflect that not a day goes by that every passenger conductor running a train of any importance does not meet with one or more instances of these things, we may realize that there is a pretty general surveillance of conductors that costs the companies nothing, and every superintendent who will tell the truth will say that the number of complaints against conductors from the above class of travellers, are numerous.

This I. C. officer must credit the conductors employed on that road with an extremely small amount of intelligence if they "don't know whether there is a spotter on or not" when he publicly says that the company does not employ them. A reasonable inference is that when this officer said that "spotters" were not employed, he did so with a very slight regard for truth, and the *News* man may be certain that they are employed, but THE CONDUCTOR is glad to be able to say that from the results, we believe the I. C. officers employ reasonably honest men for spotters or else do not credit the reports that are usually made by this gentry, and we are further of the opinion that if the official interviewed had any authority, the conductors would need to look out, for they probably would all be dismissed within a short time, not because they were dishonest, but because this man believes they are, or more likely does not really believe it, but says so and would accept without question any report that might be made against them.

A C. & N. W. officer thinks that "you can't always believe" spotters and voices a truth that railway officers generally seem very slow to learn. Instances innumerable are on record where the absolute falsity of their reports are shown, while to our knowledge there is not a single instance on record where their charges have been sustained in court, and it is not a sufficient answer to say as the Pinkerton's do, that the enmity of the public to railroads and their sympathy with the employe precludes conviction no matter what the evidence. Some twenty years ago, the Pinkerton agency "worked" the P. & E. and, as a consequence of their reports, nearly all the passenger conductors were discharged and one of them placed on trial. The accused was acquitted very promptly by the court, and Pinkerton published an account of the trial, saying in a preface that the courts would not convict no matter what the evidence was. The evidence in this instance was first that every one of the Pinkerton employes were men of bad char-

acter, many of them having been picked up on the streets of New York and Chicago for this particular job, several of them were convicts and there was not a single man among them with a good character. They all claimed to have paid fares, and that the fares paid by them were stolen by the accused. On the other hand, it was proved that the accused knew the men and that they had been pointed out to him as Pinkerton spotters before they were on his train, and that he reported transportation for them, but not for the distances claimed by them. Space forbids giving extracts from the testimony given by some of these men, but much of it was on a par with that given by a spotter in a late trial at Buffalo, where he testified that he occupied an upper berth, placed his hat in a rack *at the end of the berth*, laid on his back and saw the conductor punch a white slip instead of the ticket, and that without raising his head. Anyone who has the remotest idea of an upper berth will at once understand what a falsehood was testified to by this scamp.

Numerous instances are on record where spotters report passengers taking the trains and paying fares from stations where the trains did not stop at all, and there are several cases where a conductor has been reported and discharged for stealing when investigation has shown that he was not on the road the day of the alleged occurrence at all. A recent case on the C., M. & St. P. is where a spotter reported paying a fare to a conductor of a freight train and investigation demonstrated the fact the conductor was on the engine the entire time that the spotter claimed to have been in the caboose; that if a fare was paid at all, it was paid to the brakeman, though the preponderance of evidence is that the man did not ride on the train at all. The conductor was dismissed on the report, and although finally reinstated, lost several months' salary. Railway officers are, with hardly an exception, very unfair in their manner of dealing with these reports against their conductors; they employ these sneaks, and the reports received are filed away. After from one to three months the conductor is informed that his "reports are unsatisfactory" and dismissed; often without any opportunity whatever to defend himself, or of knowing what there is charged against him, while if the specific charges are shown him, it is so long since the alleged occurrence that he is at a great disadvantage and can only assert his innocence while unable to particularly explain what might have been readily shown to be an untrue or mistaken report had it been brought to his notice when the occurrences of the trip for which the report was made, were fresh in his mind.

We wish also to call special attention to Mr.

St. John's opinion of "collectors" and to the idocy of supposing for a moment that calling a man a collector would make any difference with his honesty. The reference to collectors on the St. Paul road is so manifestly incorrect that it is hardly worth notice. Several of its best known conductors were *not* discharged two years ago and the Order of Railway Conductors on that road has not received any "blow" from anybody, but is stronger now than ever before on that road as well as elsewhere. That road does not now and never has employed collectors on all its trains, but employs one collector on each division, and if Mr. Peebles is a confidential employe of the superintendent and said "there are but few runs on which train conductors collect fares," he is either woefully ignorant of his business, exhibits a supreme disregard for truth or intended to say that but few fares are paid on trains, which is true, for if the conductors stole all the fares that are paid to them on the trains of all the roads, no one of them would get rich nor would the combined amount approach anywhere near the stealings of some railway officers. We have not the time or space now to take up the subject of collectors, but will hereafter have something to say on that subject, and will show conclusively to any unbiased person that the conductors on the St. Paul have good reason for being dissatisfied with the system in use there.

JOHN LIVINGSTON, "FARMER."

Our good friend John seems to be a versatile genius who can turn his hand to almost anything. He first appears in public as the champion of the railway stockholder, and as president of The Railway Shareholders Association, an association which, by the way so far as anything can be learned of it, consists of John alone, files a complaint with the inter-state commerce commission against a number of railroads for carrying free the wives of some engineers. Later, he amends his complaint and files additional ones as attorney for a railroad. We next hear of him soliciting fees from the B. of L. E. for his "influence" in procuring the passage of a law permitting railroads to carry families of employes free. Again he shies his castor into the ring as a lobbyist in behalf of the scalpers, and now, *mirabile dictu*, honest John arrayed in jeans trowsers, hickory shirt and brown denims "wam'us," a horny handed tiller of the soil and as president of the New York State Farmers' Alliance, "sounds the tocsin" and "out-herods Herod" in his denunciation of railroads and railroad officers. It might seem to some a little inconsistent for honest John to send his circulars as "president" of the alliance in an

envelope bearing the card of "President" John of the Shareholders' Association, but then Farmer John is above such trifling considerations as that. Farmers who wish to become members of the Alliance will find granger John at Campville, N. Y., and when he goes to town after the mail, it is said that he goes bare-footed. In what character John will next appear we dare not attempt to guess. A charitable view of John would be that he is mildly insane.

A COMMENDABLE ACT.

While we are of the same political faith as Governor Hill of New York, we are not an admirer of that gentleman, and any word of commendation from us cannot be considered biased; notwithstanding our personal opinions we believe in justice to all, and although the charge is already made that the action referred to below was simply a sharp political move, we do not care what the object or the influence that brought it about, we shall commend what we believe to be right. Mr. Webb, of the Central, not content with the employment of Pinkerton guards, for whom there was no need whatever, appealed to General Doyle, for aid from the state troops, and a portion were immediately placed on duty by that officer, as it is now intimated, without authority and in violation of law. The request for aid was later supplemented by a call upon the governor for more soldiers, and the latter replied as follows:

"Your dispatch to Governor Hill at hand. He directs me to say that he has sent General Farnsworth to investigate the situation and report on it. It is desirable that official and authentic information should be obtained before action is taken. You may rest assured that the state authorities will act promptly and vigorously in protecting property and preventing violence. The functions of the military forces should not, however, be misunderstood. It is not their business to operate the railroad nor to interfere on behalf of either party to a labor controversy, but only when invoked to aid the local civil authorities in suppressing violence and protecting property. They are not expected to do mere police duty, nor to discharge those functions which more properly belong to a sheriff's *posse comitatus*. The powers of the civil authorities should be fully applied before recourse should be had to military forces. The governor desires that you keep him fully advised as to any further occurrences."

For his action in this respect, Governor Hill should have the commendation of not only the trainmen of New York and of the United States, but of all law-abiding citizens. There has been no disturbances whatever on the line of the Central, except what has been provoked by the presence of the unnecessary and dangerous element of Pinkertonism, and had they been kept away no

disturbances of any kind would have resulted, the strikers being an exceptionally orderly lot of men, and there has been no disposition shown to use force or to interfere in any way with the rights of those who wished to work. If Gov. Hill will find some way to compel the discontinuance of the Pinkerton "guards," and compel the company to rely upon the civil authorities until that protection is shown to be inadequate, he will not only do common justice to the employes, but as well to the general public, who are being made the victims of the reckless use of firearms by the disreputable employes of this disreputable agency.

UNJUST.

The Brotherhood of Locomotive Engineers who are the best paid body of workmen in the country, have little or no sympathy with other labor organizations. They are for the engineers first, last and all the time. This is shown in the present strike of the New York Central Railroad, when they would not lift a hand to help the strikers. It is quite different when the engineers themselves go on a strike. Then they want the railroader to lay down his tools and come to their assistance. The locomotive engineers are a selfish lot and they can't deny it.—*Wilks-Barre News Dealer*.

The above is not exactly just to the Engineers. The time has been when there was much truth in the above assertion so far as the organization was concerned. It gave no credit for the assistance that it always received, and became vain-glorious, just as any other organization would do. It is a fact that the Engineers never have won in a strike where they did not have the sympathy and assistance of other employes, and that they are indebted to others in part for the influence of their association and the wages they receive. They have however learned by experience and while there may be a few who still retain the old idea of isolation and independence, the great majority are insympathy with and give their support to, the principle of co-operation.

As to the Central strike, we do not see that the engineers are any more to be censured than any other organization. To our knowledge no application for aid has been made to the engineers. That they did not, without due consideration and in violation of their own laws, participate in the strike, does not seem to us to be good ground for censure, and if they deserve censure, why not all the other organizations, which as yet have taken no part?

"LICENSED OUTLAWS."

"Licensed outlaws" is the title of an editorial in the *Sioux City Times* on the employment of Pinkerton thugs by the New York Central, and the bloodshed resultant thereupon. Against the

legitimate detective there can be no word of censure from law-abiding citizens, but when the title of "detective" is misapplied and perverted to indicate men who are themselves criminals and who by the shadow of authority conferred upon them by this misapplied title, are furnished with arms and permitted to shoot indiscriminately, it merits the indignation of all reasonable people and it certainly seems to us that the time is at hand when some legislation should be had that will effectually prevent the continuance of such mobs of law breakers as this Pinkerton agency and all like it, or at least confine them to the legitimate business of detecting crime and criminals. It is a peculiar situation that permits any body of men to assume the position of these Pinkerton employes, many of whom, as is well known are hired from the streets for each particular case of this kind, and whose actions have been such that the very name of Pinkerton is becoming a stench in the nostrils of the public generally. We are pleased to note that Iowa papers generally unite in condemning the railway for placing these men in a position to take human life.

EGOTISTICAL.

We have many times been charged with egotism and always plead guilty to the charge, but wish to add that it has always been our intent to keep that vice under a reasonable control, and sometimes flatter ourselves that we have succeeded reasonably well. We endeavor to be reasonably modest and do not ordinarily parade any kind or flattering expression that friends may make of or to us. We could fill several pages of THE CONDUCTOR with letters commendatory, that have been received within the past few weeks, and while there is very much egotism in this last sentence alone, it is a truth and a truth that we are proud of, and in consideration of the fact that we do not inflict them upon our readers, will they pardon us for permitting the bump of self-esteem to break out in a new place?

Some time ago, a republican correspondent of one of the daily papers, suggested the name of the writer as a candidate for the democratic nomination for congress from the fifth Iowa district; this suggestion was taken up by the leading democratic paper in the district, and later by a number of others in such a manner as to make it reasonably manifest that all that would be necessary to have the suggestion carried out, would be for us to say "Barkis is willin'," but owing principally to the fact that we are not possessed of enough lucre to make a debut upon the stage of congressional

politics, we have informed all that an acceptance is out of the question. A late issue of *The Standard*, published a few days prior to the meeting of the convention, contained the following:

In fact there is but one man who stands any show of being named in case Hamilton should not be the nominee, and that is W. P. Daniels of this county. That Mr. Daniels would prove a serious competitor for the nomination if he should seek it, is absolutely certain; that he does not want it is also certain, but in the event of a failure to nominate Mr. Hamilton, or his possible declination, Mr. Daniels, would be the only name mentioned seriously. He is said to have warm friends in Jones and Tama while Benton would in all probability cast its vote for him in preference to Hamilton should the opportunity offer. As to Linn, either Hamilton or Daniels will have the solid delegation, as Daniels would not under any circumstances permit the use of his name in opposition to Hamilton, while it is reasonably certain that if Daniels wishes the nomination, Hamilton would not be a candidate and would support Daniels. This seems to us to be a fair presentation of the present situation. With either Hamilton or Daniels the democrats can carry the district.

That we should have received such an endorsement, not only from the home papers but throughout the district, is extremely gratifying, and we believe there are some readers of THE CONDUCTOR to whom it will also be gratifying.

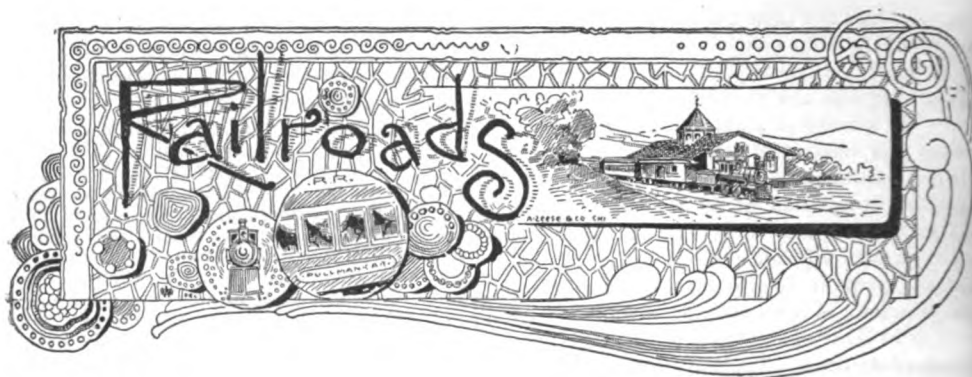
The many friends of Hi Hurty will be pleased to learn that he is running a passenger train on the new Pacific Short Line, west of Sioux City. Other passenger conductors on the Short Line are Bros. Skeel, Southwick and Wachob; we hope to be able to give the names of more of our worthy members in like position at no distant date as the construction of the line is being pushed as fast as possible, and the more railroad the more conductors. Bro. Millard, train master, says that all positions are filled at present.

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Information from a source that cannot be questioned, comes to us from New Haven that a large number of the members of New Haven Division No. 1 of the Independent Order of Railway Conductors are very much dissatisfied and are considering the matter of making an effort to regain membership in the Order.

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One of the well-known members of the Grand Division for several sessions past, is J. W. Wayland of Brookfield Division, and all our readers will be glad to know that he has lately been promoted to a passenger run on the "St. Jo." Division 194 will be the sufferer, as it will take Brother Wayland away from their meetings.



ARTICLE OF AGREEMENT

BETWEEN THE BALTIMORE & OHIO SOUTHWESTERN R. R. COMPANY AND ITS CONDUCTORS AND BRAKEMEN, IN EFFECT JULY 1, 1890. THE SAME TO REMAIN IN FORCE UNTIL ANNULLED BY MUTUAL CONSENT.

ARTICLE I.

Conductors running on passenger trains between Cincinnati and Parkersburg, Cincinnati and Chillicothe and Chillicothe and Parkersburg; are to receive \$100.00 per month; fractional parts of a month to be paid at the same rate.

Conductors on local passenger trains between Cincinnati and Blanchester are to be paid at the rate of \$85.00 per month, and \$3.00 per day for Sunday work.

Conductors running on passenger trains on the Hillsboro Division are to receive \$85.00 per month.

Conductors running on passenger and mixed trains on the Portsmouth Division are to receive \$90.00 per month.

ARTICLE II.

Conductors running on through freight trains, with eight-wheel engines, will receive \$2.75 per day; brakemen running on through freight trains, with eight-wheel engines, will receive \$1.75 per day. Conductors running on through freight trains, with ten-wheel engines, will receive \$3.00 per day; brakemen running on through freight trains, with ten-wheel engines, will receive \$2.00 per day. Ten hours, or upward of 50 and less than 100 miles, to constitute a day's work, and five hours, or 50 miles and less, to constitute half a day's work. Over-time in excess of ten hours will be computed at the rate of 27½ and 17½ cents per hour, respectively. All mileage in excess of 100 miles will be paid for at the same rate per mile as for less than 100 miles.

Local freight conductors running between Cincinnati and Chillicothe, and Chillicothe and Parkersburg, are to receive \$3.50 per day; brakemen running on local freight trains between Cincinnati

and Chillicothe, and Chillicothe and Parkersburg are to receive \$2.40 per day. Twelve hours to constitute a day's work. Over twelve hours, to be computed at the rate of 30 and 20 cents per hour, respectively.

Conductors running on local freight trains on the Hillsboro and Portsmouth Divisions are to receive \$2.90 per day; brakemen running on local freights on the Hillsboro and Portsmouth Divisions to receive \$1.90 per day. Twelve hours to constitute a day's work. Over-time to be computed at the rate of 27½ and 17½ cents per hour, respectively.

ARTICLE III.

Conductors of helping engines are to receive \$70.00 per month; brakemen of helping engines are to receive \$1.75 per day; fractional parts of a month to be paid at the same rate.

ARTICLE IV.

Conductors of work trains are to receive \$2.90 per day; brakemen of work trains are to receive \$1.90 per day. Twelve hours, or over six hours, to constitute a day's work. All time in excess of twelve hours to be computed at the rate of 27½ and 17½ cents per hour, respectively.

ARTICLE V.

Conductors and brakemen called to go to wrecks or wash-outs will be allowed 30 and 20 cents per hour, respectively, for the time on duty.

ARTICLE VI.

Conductors of coal and ore trains will be allowed \$2.90 per day; brakemen of coal and ore trains will be allowed \$1.90 per day. Twelve hours to constitute a day's work. Over-time to be at the rate 27½ and 17½ cents per hour, respectively.

ARTICLE VII.

In computing over-time it is understood that fractions of an hour less than thirty minutes will not be counted; thirty minutes or over will be counted a full hour.

ARTICLE VIII.

When conductors and brakemen are called to go out, their time will commence at the time specified for them to leave; and if the train is annulled they will be paid at the rate of $27\frac{1}{2}$ and $17\frac{1}{2}$ cents per hour, respectively, until notified that such train is annulled, or until they are relieved from duty.

ARTICLE IX.

Conductors and brakemen deadheading to any point on Company's business shall be paid one-half their regular rate.

ARTICLE X.

Conductors and brakemen called to attend court as witnesses on the part of the Railroad Company will be paid \$2.75 and \$1.75 per calendar day respectively.

ARTICLE XI.

Conductors and brakemen running light engines, or engines with only caboose attached, will be paid three-fourths of their regular rates.

ARTICLE XII.

Promoted brakemen will be termed second-class conductors, and will receive \$2.50 per day for the first six months, \$2.75 per day for the second six months, commencing from the date of promotion, and after the second six months they will receive rate of first-class conductors.

ARTICLE XIII.

Commencing with the date of this agreement, conductors and brakemen are to be promoted in accordance with their age on the road, the oldest man to be given preference when in every respect competent. Promotion to the position of passenger or freight conductor will be confined to men in train service.

ARTICLE XIV.

When freight traffic is light, and it is necessary to reduce the number of freight crews in order to allow conductors and brakemen to make reasonable wages, the conductors of crews thus taken off shall be given preference as brakemen, until such time as the increase of business warrants their being reinstated as conductors.

ARTICLE XV.

Conductors and brakemen reaching terminal points after continuous service of sixteen hours or more, shall be entitled to eight hours' rest before being again required to go out, excepting in case of wreck or extreme emergency.

ARTICLE XVI.

Conductors and brakemen suspended will be given a hearing within a reasonable time, and no-

tified promptly of the result of the investigation; and if conductors or brakemen thus suspended are found to be not guilty, they will be paid one-half time for calendar time thus lost.

ARTICLE XVII.

Any conductor or brakeman feeling that justice has not been done in a decision rendered by the Superintendent, will have the right to appeal to the General Superintendent.

ARTICLE XVIII.

No fines shall be imposed upon conductors or brakemen for damage to Company's property or rolling stock; but if such damage occurs, and it is found that the conductor or brakeman is at fault for such damage, he shall be suspended or dismissed from the service, as the case may seem to require.

I. G. RAWN,
General Sup't.

O. T. DEWEY, THOS. A. BROWN, JOHN KOPP, WM. R. BROWN, PAT DORSEY, P. MCGINTY,	}	<i>Committee of Conductors.</i>	
CON DEVERS, JOHN SHAFFER, WALTER HALL, WALTER WILT, C. E. SCHENCK, J. TOUHY,			
}			
<i>Committee of Brakemen.</i>			
}			

[Approved.]
W. W. PEABODY,
Vice President.

Railway Statistics.

We are in receipt of the advance copy of the report of Henry C. Adams, statistician of the Inter-state Commerce Commission from which we glean the following items that will be of interest to our readers.

The total mileage of the railways of the United States, June 30, 1889, was 200,949 miles of which 157,758 is main track exclusive of the second, third and fourth tracks of railways that have more than a single track. There are 8,084 miles of second track, 721 miles of third track, 530 miles of fourth track, and nearly 32,000 miles of sidings and yard tracks while the sidings, extra tracks, etc., on a few roads of which no report was made, are estimated at something over 2,100 miles. Thirty-three roads operate over 1,000 miles each and of the number, twenty-one are west of Chicago. The increase in railway mileage during the year ending June 30, 1889, was 6,848: There are 40,600 railway bridges in the United States of which 17,042 are wood, 11,838 iron, 8,185 stone and 3,535 a combination of wood and iron. There are 649 tunnels aggregating a little over 115 miles in length. Illinois still retains the first

place in mileage with 9,829 miles; Kansas is now second with 8,770 miles; Iowa has dropped to third with 8,317 miles, while New York has gone to fifth place with 7,680 miles, Ohio coming fourth with 7,797. The increase in the five states has been Illinois 122, Kansas 333, Iowa 90, Ohio 273 and New York 192. California has gained the most, her figures being 537 miles; Georgia second with 498 miles, Colorado with 451 miles and Michigan next with 438 miles. The state showing the smallest increase is Rhode Island which built less than half a mile and the total mileage of the state is but 215 miles. New Jersey is best supplied in proportion to territory having a mile of railway to every 3.94 square miles of territory. Iowa has one mile to every 6.73 square miles. Illinois one to every 5.76, and Kansas one to every 9.36 square miles.

One of the items which will probably surprise most if not all of our readers and which certainly surprised us is the fact that taking into account differences of one eighth of an inch, there are *thirty-one* different gauges in use on different railways while there are twenty-four that vary an inch or more. There is a little over 59 miles of road with a gauge of two feet, the narrowest in use, which is owned by four companies. Of the three foot gauge, there is 9,484 miles or about six per cent of the total mileage, which is owned by 234 companies. Of the standard gauge there is 114,148 miles owned by 1,030 companies, while there is nearly a thousand miles that is but half an inch narrower than the standard. The broad gauge has nearly disappeared, there being but 22 miles left, which is owned by two companies while in 1880 there were 12,282 miles owned by 91 companies. As most of our readers know, the Erie was started as a broad gauge trunk line from the Atlantic to the Pacific and in connection with the old Atlantic & Great Western, now the Nypano, was for many years operated as a broad gauge line from New York west. If a gauge of five feet is called "broad" though, how shall we designate one of eight feet and four inches of which there is a mile and three quarters in operation.

There was in use June 30, 29,036 locomotives which if coupled together and allowing an average of 50 feet for each engine would make a string of engines 275 miles long; of this number only 222 were equipped with automatic couplers and 17,995 with automatic brakes, and of this number over 8,000 are engaged in passenger service.

25,665 cars were required to do the passenger business of which 23,348 were equipped with automatic couplers and 23,540 with automatic brakes; for freight, there were 1,071,926 of which 57,162, or about one-twentieth were provided with automatic couplers and 104,619 or some-

thing less than one-tenth had automatic brakes. There were thirty-nine different kinds of automatic couplers in use, of which the Miller, Janney and Ames take the lead, 18,941 of the Miller, 17,536 of the Janney and 11,808 of the Ames were in use. The average number of tons of freight moved per engine was 35,643, and the average number of passengers per engine was 58,444; it required 1583 cars to move one million tons of freight, and 54 cars including baggage and mail cars, to transport one million passengers.

The mileage of the United States was owned by 1,705 companies, though only 436 companies were operating railways.

4739 general officers were required or an average of three to each hundred miles of road. One would hardly think that the number of clerks in general offices is almost as great as the number of station agents, but this report gives 20,817 of the former and only 24,171 of the latter. It requires 20 engineers, 21, firemen, 14 conductors and 36 brakemen, baggagemen and flagmen for each one hundred miles of track, there being 30,217 engineers, 31,993 firemen, 20,953 conductors and 55,160 brakemen, baggagemen, etc., the total number of railway employes reaches the number of 704,743 or 459 to each hundred miles of road. In this respect we seem to be ahead of England where it requires 1,748, though no fair comparison can be made without the amount of traffic handled. Mr. Adams says: "It is a safe estimate to say that, independently of stockholders, the railway industry of the United States provides a living for 3,000,000 persons or about one in twenty-two of the total population of the country." This is a somewhat startling proposition but a little reflection will demonstrate the correctness of Mr. Adam's statement.

We now come to a portion of the report which cannot be contemplated with the pride and satisfaction that is called for by the vastness of the industry, as demonstrated by this report so far. It is a portion of the report that is in itself a strong indictment of some one for wanton sacrifice of life and limb. For the year ending June 30, 1890, 300 persons were killed and 6,757 injured coupling and uncoupling cars, a total of 7,057, almost thirteen per cent. of the total number of brakemen and baggagemen. By falling from trains or engines, 493 were killed and 2,011 injured, by overhead obstructions, 65 killed and 296 injured, by accidents to trains, including collisions, 481 employes and 161 passengers were killed, and 2,491 employes and 1,081 passengers injured. Of the total number of employes, 1,972 were killed and 20,030 injured; this shows that one out of every 357 employes is killed, and one out of every 35 is injured; while of those directly

engaged in train service, one in every 117 was killed, and one in every 12 injured. Is not this something of an argument in favor of the legislation that is now being asked of congress?

Railway officers are very energetic in their opposition to such legislation claiming that they cannot afford to equip their stock with safety appliances and that the cost if compelled to do it within the next five years will bankrupt many of them. Yet we find that the gross revenue of the P. R. R. was \$57,719,086 or \$23,724 per mile of road, and the net revenue was \$7,562 per mile, they operating a fraction over 2,432 miles. The So. Pac. comes next in gross receipts with the tidy little sum of \$43,292,582, though operating nearly 6,000 miles the receipts per mile are but \$7,217 gross and \$2,350 net. The notorious Reading heads the list in net earnings per mile, operating 843 miles it received \$22,588 per mile, and its net receipts reached the sum of \$10,348 per mile; the Central of New Jersey, controlled by the P. & R. is next, with net earnings of \$10,218 per mile on 627 miles. In a table giving seventy roads, there is not one that does not show a net revenue over operating expenses, the lowest being the Atlantic and Pacific with a net revenue of only \$78 per mile for 930 miles, the next lowest being the M. K. & T. with \$387 per mile. In this table only those roads are given whose gross receipts exceed three million dollars. In our opinion Mr. Adams would make his report more valuable if these tables were extended to show the receipts and operating expenses of all the roads that report to the commission. We also think that it would be a manifest improvement if baggage-men and train flagmen were classed separately instead of being included in "other trainmen" and the same is true of switchmen, flagmen, watchmen, operators and dispatchers. As a whole from the brief examination and comparison that we have been able to give the report, we believe it to be an extremely valuable one and that it has been compiled with care and painstaking. It will certainly be a valuable addition to our railway statistics.

Decision of the Supreme Council.

TERRE HAUTE, Aug. 25.—The official statement of the council as given to an Associated Press representative is as follows:

HEADQUARTERS SUPREME COUNCIL }
OF THE
UNITED ORDER OF R. R. EMPLOYEES. }

To all Laboring Organizations, Men and Brothers:

On the night of August 7, a strike began on the New York Central and Hudson River railway involving about 800 men in the employ of the same

road, who are members of the great labor organization known as the Knights of Labor. The reasons set forth by Powderly, chief of the executive board of the order may be summarized as follows:

Peremptory discharge of fifty or sixty men, employes of the road and members of the Knights of Labor, without giving them any reason whatever for their discharge. Prior to the strike the men involved, sought, through representatives of the order to have their grievances adjusted, but appeals being disregarded a strike was inaugurated. At this juncture, Powderly, general master workman of the Knights of Labor, entered on the task of adjusting the difficulty and making such arrangements as would result in honorable peace between the employes and the officials of the road, but his efforts were unavailing.

Powderly, comprehending the purpose of Walter Webb, third vice-president of the company, to make war upon the Knights of Labor and ultimately on all labor organizations represented on his road, sought a conference with the Supreme United Order of Railway Employees. This request of Powderly was granted to the extent, that four members of the council and the chief of the executive of federated orders met him in the city of Buffalo, viz: F. P. Sargent, grand master of the Brotherhood of Locomotive Firemen and president of the Supreme Council; George W. Howard grand chief of the Brotherhood of Railway Conductors and vice-president of the Supreme Council; S. E. Wilkinson, grand master of the Brotherhood of Railway Trainmen, and Frank Sweeny, grand master of the of the Switchman's Mutual Aid Association.

At the conference with Powderly at Buffalo, the members of the supreme council became satisfied that the officials of the road, by every fair and honorable treatment of labor organizations, should meet Powderly and adopt some just plan for the adjustment of the grievances of the striking employes. This conclusion having been reached the members of the supreme council, in response to the request of Mr. Powderly, extended their journey to New York to afford such aid as was in their power to bring about a settlement between Vice President Webb, the official having full authority on all matters pertaining to the strike, and Powderly, having authority to negotiate such arrangements for the Knights as might end that dispute.

The interview having been secured, Powderly sought to have the men discharged heard in their own defense in the presence of Webb and himself. This fair and honorable proposition was refused. Powderly proposed arbitration, which was also refused. There were other propositions made by

Powderly, having for its object an honorable settlement of the existing trouble, all of which was refused on the part of Webb.

The members of the supreme council while at Buffalo and New York had ample opportunity to thoroughly inform themselves on all matters concerning the strike. They saw and heard both sides. They appreciated the gravity of the situation and comprehending the impending consequences to labor organizations, deemed it advisable to convene the supreme council for deliberation and such conclusion as the facts should warrant. In response to the order of Sargent, president of the supreme council, that body was convened at Terre Haute, Saturday, the 22d of August, 1890, and remained in session until noon of Monday, the 25.

In making their report to the council, the members who went to New York to confer with Powderly found all of the statements made by him fully corroborated by the facts. In an interview with Webb he refused to entertain any proposition looking to a settlement of the difficulty. He would not arbitrate any question or make any explanation or concession whatever in regard to the discharged employees. He claimed the right to discharge employees at will, without making an explanation or giving to the victims of his power any reason for his despotic action. He would manage his road to suit himself without reference to any rights claimed by the organization to interfere in the matter to protect their members. The council having heard the statement of its members who had visited New York for the purpose of ascertaining the true condition of affairs, exhaustively discussed every important proposition and arrived at a conclusion, as follows:

First—That the position of the Knights of Labor, as set forth by Powderly, general master workman, and general executive of the board of Knights of Labor, meets with our unqualified approval.

Second—The course pursued by Webb toward Powderly, and the Knights of Labor, notwithstanding his declaration to the contrary, evinces the purpose to disrupt and destroy labor organizations on the New York Central and Hudson River railway as done by Austin Corbin on the Philadelphia and Reading.

Third—The policy of Webb is despotic to an extent that outrages every principle of American citizenship, and if generally adopted, would if successful, reduce American workingmen to a degraded condition of affairs.

Fourth—Webb, by the employment of Pinkerton thieves, thugs and murderers, vile wretches from the slums and brothels of New York and

other cities, to kill workingmen because they dared to protest against his rule, and strike for their rights, is a crime of such an enormity and will associate the name of Webb forever with those who, dressed in a little brief authority, have used their money to secure the power to degrade their fellow men.

Fifth—That the resorts now being put forth by Webb to destroy the Knights of Labor would, were circumstances changed in like manner, be made to destroy the organizations of the engineers, firemen, conductors, trainmen and switchmen, and, if successful, it is only a question of time when a similar effort would be made to seal the fate of other labor organizations,

Sixth—Webb, by the course he has pursued toward the Knights of Labor and representatives of labor organizations, has shown a total disregard of the principles of citizen sovereignty desired by every American worthy of the name, and considering only his money power and the corporate power of the company he represents. His acts, which speak louder than words, say, in the language of W. H. Vanderbilt, once the autocrat of the New York Central: "The public be damned."

Seventh.—H. Walter Webb seeks the support of this arrogant attitude towards workingmen and labor organizations by assuming that the New York Central and Hudson River railroad is private property, and that his acts in the treatment of his employees is in no sense a matter of public concern; that he can with impunity discharge men and remand them to idleness and poverty and render them homeless wanderers, without giving any reason whatever for his conduct, disregarding the fact that the corporation for which he plays the autocrat is a thing created by the laws, in the making of which the men he seeks to degrade have the voice which, once unified, will bring his corporation to a bar of justice where his millions and the other millions he represents will cease to be potential in deciding questions of this kind.

In view of the foregoing facts the supreme council put upon record its unanimous and unqualified approval of the strike on the New York Central and Hudson River railway for the cause set forth by Powderly, as also the efforts made by Powderly to bring the strike to an honorable termination. In this general expression of approval of the action of the Knights of Labor, the course of Webb is as unequivocally condemned.

The power of the supreme council in the matter of the strike has been exerted to aid the Knights of Labor through their representatives to secure a recognition of their order by the rich and

powerful corporation; to secure for workingmen, victims of autocratic power, a hearing, and to perform such other kindly offices as were proper under the circumstances, demonstrating sympathy and good will, thereby aiding the Knights of Labor to bring the strike to a close upon principles of right and justice.

In this, the council met with failure, owing to the aristocratic attitude of Webb. It now becomes necessary for the supreme council to say, that owing to the fact that the Knights of Labor is not a member of the federated order of railway employes, the laws of the supreme council do not permit its doing more than it has done to aid the Knights of Labor and its inability to participate otherwise in the strike is now known and appreciated by Powderly.

Referring to the laws of the supreme council relating to the strike, the matter is concisely presented as follows:

In the first place, if the members of either organizations, on any railroad, have a grievance it is to be submitted to the proper officers of the road by the local grievance committee; in the event of a failure to obtain satisfaction, the chief executive officer of the order having the grievance is called upon, and in connection with the committee seeks to amicably adjust the difficulty. If a failure still attends the efforts to adjust the trouble, then the supreme council is convened at the headquarters of the railroad officials, with whom a conference is requested and its influence is exerted to obtain a settlement, alike just to all parties. If a failure still follows their efforts to remove the cause of complaint and the council, by unanimous vote, decides that the grievance be of such gravity as to justify a strike, it is promptly ordered, in which event all of the members of the various organizations employed on the road where the grievance exists: Firemen, conductors, trainmen and switchmen shall abandon their work.

In conclusion the supreme council places upon the records its high appreciation of the manliness of the Knights of Labor employed on the New York Central in struggling to maintain the principle sacred to every working man on the continent, and to all who love justice and hope for their triumph of right over wrong, as flagrant as ever stained the pages of history.

FRANK SARGENT, President.

W. A. SHEEHAN, Secretary.

A Query.

Implicit obedience to all orders is in general the correct principle for the guidance of railway men as well as soldiers, and yet there are occasions when the railway man must use judgment

even to the extent of violating instructions; as for example in the case of the locomotive engineer on the Union Pacific railway at Denver, who when a depot building was burning refused to move his engine and pull the general manager's official car from the structure without orders from the dispatcher. The dispatcher was not at hand to give the instructions and the valuable car was burned. The engineer, who is said to have been one of the oldest in the service, may have acted conscientiously, but he certainly displayed astonishing lack of judgment and it might be said of common sense, and was promptly discharged, because stubborn adherence to a rule in the face of extraordinary circumstances which evidently rendered the rule for the time being nugatory is a very dangerous characteristic, in view of the many contingencies to which the railway service is liable. Railway men must be thinking men, although it is true also that to some extent their duties seem to make them mere machines.—*Railway Age*.

If the above engineer had moved his engine to pull out the official car, met with some accident and been discharged for "disobeying the rules" and thus causing an accident, what would the *Age* say of it?

Superintendent Loomis, of the Louisville, New Albany & Chicago road, has resigned because he considers that the employes of that road are being worked to death. It is understood that Mr. Loomis had made several attempts at shortening the hours of the men; and after finding that he could not accomplish the object he chose rather to resign than continue in a position which was a burden entirely too distasteful for a man who has any regard for his subordinates. We admire Mr. Loomis for his action. This self-sacrifice will stand out in bold relief, a glittering mark in that gentleman's future life.—*Railway News Reporter*.

The above item probably gives the true cause of the recent collision by which several were killed.

A circular comes to us from the Central Railroad & Banking Company of Georgia that bears two familiar names. The first is that of Brother J. T. Johnson, who is appointed train master of the S. & W. Division, and the second is D. D. Curran, who makes the appointment and who is superintendent of the division. Members who attended the Eighteenth Grand Division at Louisville, will remember Brother Curran as the delegate from Montgomery, while J. T. needs no introduction to those who have attended the last four sessions. We hope his new duties will not keep him from attending hereafter.

Will any one that knows the address of Geo. R. Merritt, of Division 102, kindly send it to this office and oblige?

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Mr. Powderly's reply to the manifesto of H. Walter Webb is a sensible, masterly document and completely refutes H. Walter's assertions and claims.

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Lost—Two members of Division No. 13, E. B. Garver and Wm. Falkiner, lately employed on the M. C. Who knows where either can be found?

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Brother E. T. Stockwell wishes through THE CONDUCTOR, to thank the unknown Brother, who kindly sent him reading matter on "Sunday" and other subjects. He states that it was thankfully received and carefully read.

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Elmira, Aug. 25th.—C. S. Wheaton, president of the Independent Order of Railway Conductors, says that he has resigned his position and that the resignation has been accepted. He is to engage in other business.—*Rochester Democrat and Chronicle*.

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Born, to Brother and Mrs. F. C. Manly, Aug. 23d, a son, who as Brother Manly says, is a good democrat, and will help Minnesota to the right side in a few years, and this will inform Brother Manly that the political persuasion suits us exactly.

.

A movement is on foot for a readjustment of the pay of conductors and brakeman on the I. C., and from the names of the members of the committee having the matter in charge, we are satisfied that the interests of the Order and the B. of R. T. will be looked after.

.

Brother Thomas McLaughlin, chief conductor of Cincinnati Division No. 107, wishes the address of Thos. Smiley of that division and will be grateful to any one who can send it to him. Brother McLaughlin says that there are a number of members of that division who have not supplied the secretary with their post office addresses, and

requests that any member of 107 who may see this notice, immediately send his correct address to the secretary in order that he may know where to address all.

.

One of the most faithful members in the Order is Brother F. C. Webb, who has been largely instrumental in bringing about the organization of Division 137 at Osawatomie, has lately been promoted to the position of train master at Council Grove. The new division will miss Brother Webb.

.

A very attractive programme is that given by Division 242 for their second annual picnic and excursion which is to take place on August 30th. THE CONDUCTOR acknowledges with thanks the receipt of complimentary tickets and regrets exceedingly that circumstances prevented our attendance.

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Capt. James Lyttle died at Middletown, N. Y., Aug. 21, of paralysis, aged seventy-two. He was one of the pioneer conductors of the Erie railroad before the days of telegraphing, and often worked his way from Piermont to Binghamton, when the return trains failed to show up, sending a flagman ahead at every curve.

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Some changes having been made on the N. Y. C. at Rochester, one of them which places G. J. C., Shults on the Charlotte passenger. If Jud can handle passengers as well as he can a Grand Division, he will make a success. He with Bro. Spellman will be remembered as active members of the committee of arrangements.

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We are very glad indeed to learn of the honorable and manly action of E. D. Nash in the matter of Division 24. It is in strong contrast to that of some of his associates in the "Independent" O. R. C., he has not in any way attempted to influence those under him, but has given them positive assurance that continuing their membership will not affect their situations or treatment in the slightest degree.

The daily *Republican* of this city says in its issue of August 21st, that the Order of Railway Conductors has split. Our neighbor is about three months behind if it has just learned of the "split," if the secession of a score or so of members can be dignified by calling it a split.

**

On leaving the C. & I. C. R'y to go to his new position with the Rock Island, a diamond stud was presented to Brother Page by the employes, "Jim" Thacker making the presentation. Col. Page leaves an enviable record behind him, and his former employes will be disappointed if he does not make a good one at Topeka.

**

No private citizen or corporation has a right to bring into a state an armed body of men and set them up as preservers of the peace. These mercenaries are responsible to nobody, as has been shown on a dozen occasions. Instead of preserving the peace, the effect of their presence is usually to precipitate violence.—*Chicago Times*.

**

Brother Fitzgerald, of 122, has our thanks for Boston papers containing full accounts of the late terrible accident on the Old Colony near Quincy, which twenty-two persons lost their lives and a number of others were injured. From the best evidence obtainable, the accident was caused by a track jack carelessly left on the track by the section men.

**

W. H. Burns has resigned his position with the U. P. to become general manager of the Montana Union. Our acquaintance with Mr. Burns is confined to one brief meeting, but from that and his reputation with those who know him well, we believe the employes of the Union will be well satisfied and that the company will have an efficient officer.

**

R. Harvey Reed, surgeon of the B. & O. R'y at Mansfield, and treasurer of the National Association of Railway Surgeons, warns employes against the "Railway Brotherhood Hospital" scheme of Drs. Meisse & Thorpe, of Chicago, and says that the names of the doctors are not given in the medical and surgical registry of the United States. We did not publish the "prospectus" of the hospital because of some personal doubts as to its character and standing, as it seemed to us to promise a little too much.

**

As will be noted by the statement of the Supreme Council published elsewhere, the laws of that body prevented them from ordering a strike in support of the Knights of Labor on the Cen-

tral, under the circumstances, but they express their approval and sympathy and offer any assistance that can be given short of a strike, and that means a good deal, for in many cases the active sympathy and tacit support of other employes in case of a strike of any class, is as beneficial as if all joined the strike.

**

A report is being circulated that a member of the B. of R. C. has a copy of a letter from E. E. Clark to Geo. W. Howard, stating that he (Clark) would withdraw from the Order and join the B. of R. C. if that organization would pay him the same salary that he is now receiving. Brother Clark has written no such letter to Mr. Howard, or any one else, and if any one claims to have a copy of any such letter, it is either a forgery or the person making the claim is guilty of falsehood.

**

One of the most malicious and despicable acts that it has ever been our fortune to chronicle was that of the conductors who went to the widow of the late Brother Wm. Kees, of Division 54, and told her that his insurance in the Benefit Department was no good and that she never would get it or any portion of it. Whether the object was to induce Mrs. Kees to sell her claim for a low price or simply to annoy and worry her because her husband had not seen fit to sever his connection with the Order, it is equally despicable.

**

Assistant Superintendent W. H. Burns, of the Nebraska division of the U. P. having resigned, Brother W. L. Park, of North Platte Division No. 35, is appointed to that position, taking effect August 19. We congratulate Mr. Barr on his selection of an assistant, and the boys on the fact that they will have to deal with a man so well qualified to understand the needs of the service and of the employes, Brother Park having made his way from brakeman and when the appointment was made was running the fast mail between Omaha and Cheyenne.

**

Mr. Webb has finally condescended to say that the Knights of Labor who were dismissed from the N. Y. C. were dismissed for drunkenness and insubordination. If this statement is true and Mr. Webb can demonstrate it, it will stop the strike on the Central immediately, but such a statement made at this late day, and after repeatedly declining to give any reason has lost what little force it might have had if it had been made promptly. Railway organizations have no trouble in arranging for a satisfactory investigation in cases of dismissal of their members with most roads, and the officers who meet so just a request in a spirit of fairness, never have cause to

complain of its abuse, but on the contrary find themselves relieved of much importunity for the reason that the organization comes in and says to the dismissed member, "you have no cause of complaint." Under the circumstances Mr. Webb's statement cannot be unhesitatingly accepted as truth.

**

We have to thank the members of Indianapolis Division, No. 103, for an extremely pleasant visit, and for many courtesies received at their hands. The most we can say now, is that we will visit Indianapolis again the first opportunity.

**

We have been favored with a call from Bro. Wm. Woodruff of Division 198. He reports many of the original seceders in the New England States, as being truly repentant and anxious to return to the original O. of R. C., which if not "Independent" has lots of members competent to fill the office of "President."

**

We are in receipt of a model of a lever brake, invented by Brother C. W. Murray, and it is unquestionably the best thing in the way of a hand-brake that we have yet seen. The adoption of power brakes will not do away with the "Arm-strong," as with the best of machinery and the closest watchfulness, power brakes sometimes fail and then trainmen must rely on the old style. One simple motion sets the Murray brake, and on a train equipped with it, a brakeman can set three brakes while he would be "taking up the slack" on the ordinary hand-brake. The change from the present hand-brake to the Murray lever, can be readily and cheaply made, and in our opinion it will pay any railroad company to use it even if all cars are equipped with air.

**

Brother James Donlin, of Erie Division 64, was instantly killed at Conneautville, Pa., by being run over by engine 411 Aug. 12, 1890. Brother Donlin was engaged in staking out a car off the siding, and stepping back on the main track, directly behind the engine, (which was backing up) he was struck by the tender, and knocked down, the tender wheels ran over him cutting off his head and one foot. Brother Donlin at the time of his death was the oldest conductor in continuous service on the E. & P. Division, Pennsylvania Company's Lines; his wife died several years ago, and his mother an aged lady kept house for him up to the time of her death, two months since. Brother Donlin leaves five orphan children who are at present in the care of Sisters of Mercy at Erie.

Owing to a combine between the stenographer, the printer and the proof reader, Brother Shults was elected to the office of Grand Senior Conductor, and Bro. Weisz deprived of his membership in the Grand Division. Brother Garretson and the executive committee object to the promotion of Brother Shults by this combine just now, and Brother Weisz objects to being so unceremoniously dropped from the roll, so all that's left is for us to ask pardon for the untimely effort to make any such general change and blame it all on the printer. It is probably needless for us to add that the inadvertant omission of Brother Weisz's name from the roll of permanent members does not deprive him of his membership, nor does the error in giving the title of Brother Shults make him G. S. C.

**

It is stated that the officers of roads centering in Chicago have decided that if the present strike on the Central should be extended to all the Vanderbilt lines that all will shut down their roads, stop all trains and dismiss all employes, so that those who are not actively engaged in the strike cannot support those who are idle. From a purely selfish standpoint it is sincerely to be hoped that they will do so. Nothing that can be done would so surely solidify all railway employes and its immediate effect would be to give the active support of every employe in the United States to the knights, while it would also bring upon the heads of the roads, the enmity of employes who might otherwise be disposed to be friendly, and create a feeling on the part of the public generally, that the roads would be wise to avoid.

**

We have to report the organization of Great Northern Division No. 179 at Grand Forks, Dakota, by G. S. C., Garretson and McKees Rocks Division No. 201 at Chartiers, Pa., by A. G. C. C., Wilkins. The officers of the new divisions are 178, C. C., J. W. Hilby, Devil's Lake, Dak., W. H. Norrie, Crookston, Minn., 201, C. C., J. W. Wright, box 407, Secretary, D. H. Speer, box 407.

Brother Garretson and Wilkins, wish to extend sincere thanks for the aid given them by the Brothers, and Brother Wilkins wishes to specially acknowledge the kindness of Mr. Chas. Deitrick train master of the P. & L. E. R'y for arranging to have the members present at the organization. The organization at Chartiers was followed by a banquet at Schlosser's hotel in the evening. The links thus added to the chain of perpetual friendship, bid fair to be strong ones and the members are welcomed heartily by THE CONDUCTOR which wishes for them a long and prosperous future.



We are in receipt of "Irene and other poems" by "The Conductor" from L. W. Canady of Div. 57, who introduces himself in a brief preface by saying: "I do not claim for this work great literary merit, but I have tried to present Truth with Simplicity, and I hope everyone who reads may find at least one line that will strike a responsive chord in their own hearts." The reader who cannot find something in this little collection of half a dozen brief poems that will awaken thought, must indeed be deaf to the poet's song. Bro. Canady sentimentally sings of the charms of "Irene," brings back vividly the days of long ago in Fiddler Joe, and pays a tribute to faithfulness in Jim Bertram, but to our mind his muse is at its best in *The Adventuress*, and the pathos of some of its lines is seldom equaled.

"— Is now by fate's revengeful hand o'er-thrown,
And doomed to die forgotten and alone.
Nay, not alone. What man hath ever guessed
The depths of love within a mother's breast?
She, who thy nestling, infant form hath pressed,
Is of all friends the first, the last, the best.
Alone she kneels beside the dying bed,
Imploring mercy on that sinful head.
Her quiv'ring voice with filial love intoned,
Ascends where grace and mercy are enthroned.
O, surely, He who sits in Judgment there,
Will grant the sorrow stricken mother's prayer."

In taking up the September *Wide-Awake*, both the juveniles and the elders will turn at once to Mr. Ward's Andover serial; the chapter in this issue ought to be read in every college in the land. "Doc.'s death-bed is a fearsome warning to those students who think "hazing" a manly kind of "lark;" the dog "Calvin's" doings gives the necessary sunny relief, in these chapters. C. E. Garland has a capital story in this number, "The Last Base-ball of the Season." Preston Lee Otis gives a strong story, too, of Southern life, entitled "Rijane." "My Friend, Ah Ging," a San Francisco story by G. Adams, will interest the boys, and reads like a true tale. "The Quest of the Whipping-Boy" ends in this number. "Four Fire-Buckets," by Mary Bolles Branch, is a good lesson for officious little girls. An amusing

"Tragedy in Three Scenes," entitled "She did not go to Cooking-School," by Miss Pollock, the teacher of the cooking class in Washington, will be sure to be in demand for entertainments. There are several unusually fine illustrated papers in the number; among them "Helen's Tower," describing Lord Dufferin's beautiful devotion to his mother; "Capturing a Sea-Cow," by Dr. Hard; and "An Obscure Hero," by Edith M. Degen, giving an account of Mr. Hadley's work for the Indians.

The September *St. Nicholas* devotes the opening paper to Oliver Wendell Holmes, a visit to the poet being appreciatively described by Annie Isabel Willis. The illustration showing Dr. Holmes in his library is especially good. W. J. Henderson of the *New York Times*, shows that "Great Ocean Waves," whatever they may be, are not properly called "tidal waves." A very strong drawing by Taber skillfully depicts the appearance of an enormous head wave as seen from the deck of an ocean steamer.

Richard Harding Davis tells the exciting and clever story of the "Great Tri-Club Tennis Tournament," and another excellent story, by Kate W. Hamilton, describes the rescue of an Alaskan child from superstitious members of her own tribe who were about to put her to death as a witch. Ernest E. Thompson writes the "True Story of a Little Gray Rabbit," and explains by a careful diagram just how the hound was thrown off the track. Professor Roberts describes his experience in a lumber camp and incidentally explains the trick called "Chopping Him Down," which the lumbermen tried to play upon him, but to their own discomfiture owing to the fact that a panther joins in the game. Boys will enjoy the story of a sharp bit of base-ball strategy, "My Triple Play," by Thomas Worthington King.

Other amusing or bright contributions are: "A Little Contraband," by Charles McIlvaine, which is both humorous and pathetic; "Wooden Shoes," an article beautifully illustrated by the author, Anna Page Scott; "Two Suprise Parties," by

John Clover, and a great number of clever bits of verse and artistic pictures.

Only the new pieces are mentioned, but there are serials and continued sketches as well. Of these we may remind our readers of "Lady Jane," "Crowded out o' Crofield," "Bat, Ball and Diamond," "Through the Back Ages," "The Brownies," and the departments.

Mr. Zogbaum's article in *The September Scribner*, entitled "With Uncle Sam's Blue Jackets Afloat," gives a vivid picture of life on a modern warship under very new conditions, describing the voyage of the fleet from New York to Lisbon. The illustrations are from sketches made during the voyage. Other articles in this series will describe naval life in port, with interesting glimpses of strange people and curious incidents of harbor life.

The series on "Homes in City and Country" has attracted wide attention by reason of the high reputation of the writers, and the practical suggestions which abound in both text and illustrations. Mr. Linn's article on "Co-operative Home-winning" (May), Mr. Russell Sturgis's on "The City House in the East" (June), and Mr. Bruce Price's on "The Suburban House" (July), have represented typical houses adapted to a wide range of conditions, both as to cost and situation. Mr. Mitchell, in "The Country House," writes on a problem very different from the preceding articles—the making of a home for the year 'round in the real country—far enough away from a city to be uninfluenced by urban conditions. Some of the oldest homesteads in this country, as well as some of the most modern, are pictured in the illustrations. The best architecture in important Western cities will be illustrated in the article which John W. Root, of Chicago, is writing for an early issue of this magazine.

Professor Shaler's paper on "Nature and Man in America," opens up a faithful field for the application of scientific knowledge to partial affairs. He shows that the surface of North America affords peculiar advantages for disseminating race characteristics bred elsewhere, and bringing them into interaction on a field favorable for their best development.

When Thomas Stephens was at Zanzibar, he met some of the most influential men engaged in African affairs, and acquired a knowledge of the industrial and commercial problems that are beginning to be worked out in Africa. His article on "African River and Lake Systems" shows the relations which the waterways of the dark continent bear to its possible development.

California topics occupy considerable space in the September *Century*. The paper by John Muir on "The Treasures of the Yosemite Valley," in the August number, is followed by another on "Features of the Proposed Yosemite National Park," which is illustrated by William Keith and Charles D. Robinson, the California artists, and Fraser, Moran and Davies, the sketches being made in several instances from sketches by Mr. Muir himself. The writer describes the wonderful scenery in the neighborhood of Yosemite—the Lyell Glacier, the Cathedral Peak region, the Tuolumne Meadows and Canon, and the Hetch-Hetchy Valley, all of which are included in the limits of the proposed park as defined by General Vandever's bill in the present Congress. In conclusion, Mr. Muir records his protest against the injuries done to the Yosemite Valley under the control of the present and preceding commissions. In "Topics of the Time," is an editorial in the same strain on "Amateur Management of Yosemite Scenery." The number also contains, apropos of the celebration on September 8th of the fortieth anniversary of the admission of the State, a paper by George Hamlin Fitch, entitled, "How California Came into the Union," illustrated by a large portrait of General Fremont from a daguerreotype of 1850, and by others of Commodore Sloat and Stockton, Governor Burnett, Senator Gwin, and J. Ross Browne, together with pictures of Colton Hall, Monterey—the scene of the Constitutional Convention—and the famous Bear Flag, hoisted at Sonoma in '46. This paper is a forerunner of the series on the Gold Hunters, and in the present number *The Century* begins a temporary department of "California," similar to the "Memoranda on the Civil War," and to be devoted to short articles on topics of special interest relating to the '49ers. This month these articles are "Light on the Seizure of California," by Professor Royce of Harvard, "The California Boundary Question," by Francis J. Lippit, Esq., and "The Date of the Discovery of the Yosemite," by Dr. Bunnell, of the Party of Discovery.

The frontispiece is an engraving by T. A. Butler of Nattier's picturesque portrait of the beautiful Princess de Conti, an attractive prelude to Mrs. Amelia Gere Mason's fifth paper on "The Women of the French Salons," which is further illustrated by striking portraits of the Duchess de Luxembourg, Catharine II in Russian costume, Madame Geoffrin and Madame d'Épinay. These portraits are accompanied by dainty decorative pieces by George Wharton Edwards. Mrs. Mason's text deals with the Salons of the Eighteenth Century.

A paper of timely interest, practically illustrated is Commander C. F. Goodrich's description of "Our New Naval Guns," detailing the process of manufacture and recounting their remarkable efficiency.



Now is my soul troubled.—John XII—27.

WHEREAS, In God's mysterious dispensation, a respected Brother of Buffalo Division No. 2, Brother John D. Horton and his faithful wife are called upon to pass under the rod of sorrow and affliction caused by the death of their only and well-beloved daughter, Flora J. Wilson, this division, in its heart throbs of sorrow and pity, desires to express to Brother Horton and his family, their loving friendship and tender sympathy in this, their dark hour of affliction. Death is never welcome, and especially is it unwelcome when the victim is in the prime of a useful and busy life, the light and joy of a happy home, a loving careful and confiding daughter, while human words are vain and empty in the presence of such grief. We can only offer our heartfelt sympathy together with these words of the Master, "Peace I leave with you, let not your heart be troubled, neither let it be afraid, I am the light and the life."

E. J. R., Secretary.

At a regular meeting of Bartlett Division, No. 214, O. R. C., held in the Pythian temple, the following resolutions of condolence were unanimously adopted:

WHEREAS, God in his infinite mercy and wisdom has called away a beautiful child, eleven months old, from the home of our worthy Brother, Clifford Ayer, and has also taken unto himself two lovely children, (infants,) from the home of our worthy Brother, A. E. Brown, gone to that bourne from which no traveler ever returns:

Resolved, That we extend our untold sympathy to them and their wives in this their hour of affliction, urging them to be reconciled to Him who doeth all things well.

Resolved, That these resolutions be spread upon our minutes and a copy sent to THE RAILWAY CONDUCTOR, and one each to the city papers for publication.

J. E. OLIVE,
JOHN BERRY,
P. E. HENIE, } Committee.

AUGUSTA, Georgia, August 23, 1890

At a regular meeting of this Division (Agusta 202) the following resolutions were adopted upon the death of our Brother, S. P. Harris, died at Atlanta, Georgia, August 18th, 1890.

WHEREAS, God in His infinite wisdom has removed from our midst our beloved Brother, Samuel P. Harris, be it

Resolved, That we extend to his bereaved wife and family, the heartfelt sympathy of each and every member of this division.

Resolved, That in the death of our Brother, Division No. 202, has lost one of its best and noblest members, his family a loving husband and father, the public a true and faithful servant.

Resolved, That our charter be draped in mourning for thirty days in honor of him who has crossed the dark waters and entered his home of eternal rest.

Resolved, That these resolutions be spread upon the minutes of this division, a copy sent under the seal of this division to his bereaved family, also, that they be published in THE CONDUCTOR, our official journal.

S. L. HOLLINGSWORTH,
J. A. HOBBS,
H. A. COLCOCK, } Committee.

Aug. 24, 1890.

WHEREAS, It has pleased the chief of all conductors to remove from our midst, by death, Brother Hugh Hawkins, of Parsons, Kans., and who was running a train on the M., K. & T.; therefore, be it

Resolved, That we extend to the wife and family of our late Brother our profound sympathy in their great affliction.

Resolved, That our charter be draped in mourning for 30 days in honor of our deceased Brother. Farther that these resolutions be spread upon the minutes of this Division; that a copy be published in THE RAILWAY CONDUCTOR, and that a copy be sent to his wife.

WM. L. HANCE,
FRANK ROSEN,
L. K. AVERY, } Committee.

As train No. 2, on the St. L. A. & T. R'y (Cotton Belt), Bro. W. W. Alexander, conductor; was at Camden, Brother Alexander's father put his daughter on board the train, when the train started instead of getting off he remained on intending to get off at the crossing which is about one-hundred yards from the depot; but Mr. Alexander misjudged the speed of the train, and when he got off fell down and rolled under the train, having his leg cut off and otherwise injured, from which he died in about five hours. Mr. Alexander was over sixty-three years old. This accident is particularly sad as Brother Alexander, nor any one on the train knew of the old gentleman's accident until they had reached the next telegraph office which is seventeen miles. Brother Alexander has been very much afflicted as his only brother was killed a few months since while engaged in coupling cars. Therefore be it

Resolved, That Cotton Belt Division No. 251, extend to Brother Alexander and his family, our sincere and heartfelt sympathy in this their sad bereavment.

Resolved, That these resolutions be placed on the record books of this Division, and that a copy be sent to THE CONDUCTOR for publication.

W. C. HAZELTINE, }
L. M. MARTAIN } Committee.
P. B. FIELD, }

PEORIA, Ill., Aug. 24, 1890.

WHEREAS, It is with feelings of sorrow that we have learned of the loss to our worthy Brother, M. McCarthy, in the death of his seven-month boy, which occurred July 21st, after a short illness; and it is

Resolved, That the sympathy of Peoria Division No. 79, be extended to Brother McCarthy and wife in this their hour of affliction.

GEO. HEMPHILL, }
G. W. SCOTT, } Committee.
W. J. RHOADS, }

AUGUST 20, 1890.

At a regular meeting held by Erickson Division No. 5, L. A. of O. R. C. the following resolutions were unanimously adopted in memory of Thomas Moore.

WHEREAS, It has pleased the Great Ruler of the universe to remove suddenly, and unlooked for, by death, the kind and loving husband of our Sister, Mrs. M. Moore, and

WHEREAS, We bow submissively to the will of

a Divine Power. We know that our Sister has sustained a great loss, a loss which no earthly friend can fill; let each one of us act as sister's part and say a sympathetic word, and at all times show to this afflicted Sister, that we are willing to mourn with her in all her afflictions and trials, for we know not how soon we may be called upon to part with our loved one. So it is meet that we should do our whole duty to those we have promised to lend our aid and sympathy in their time of trouble and affliction.

Resolved, That we as sisters extend to her our heartfelt sympathy in her great bereavement, and be it further

Resolved, That as a token of esteem to our worthy Sister, a copy of these resolutions be spread on our minutes, and a copy be sent to our bereaved Sister. Also a copy to the RAILWAY CONDUCTOR for publication.

MRS. WM. BINGHAM.

MRS. BENJ. WILTSE.

MRS. GEO. FILBY.

Committee

Resolutions of Respect.

At a meeting of Hiawatha Division, No. 249, Order of Railway Conductors, held yesterday, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe in His wisdom to call our late brother and secretary, James R. Lewis to eternal rest, on the 18th of August, at Toronto, Canada, and,

WHEREAS, By his untimely death his wife has lost an affectionate husband and his children the kindest of fathers, and this division a true brother

Resolved, That our sympathies are with the family of our late brother in their great affliction, that we commend them to Him who doeth all things well, who has taken our brother unto himself.

Resolved, That our charter be draped with the emblems of mourning for thirty days in memory of our departed brother, that a copy of these resolutions be sent to his grief stricken family, that they be spread upon our records under the division seal and also be inserted in the next issue of the *Daily Mining Journal* and THE RAILWAY CONDUCTOR.

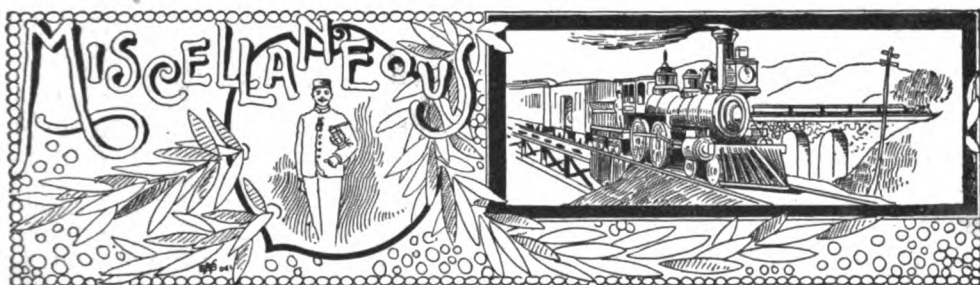
WM. SIMS, }
L. ROWE, } Committee.
W. T. LONG, }

THE RAILWAY CONDUCTOR.

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NO. 18.



THE RAILWAY MAIL SERVICE.

At the Centennial Exposition at Philadelphia, in the post office exhibit, was a double picture showing the postal service at the beginning of the century and as it is to-day. On one side was a postman, perhaps Franklin, on horseback, jogging over a corduroy road, "through the forest primeval," making a mile or two an hour, and on the other a representation of the fast mail train, the "catcher" taking a pouch from the "crane," as it passes at the rate of fifty miles an hour. Standing in the foreground is the pretty daughter of the village postmaster with the mail pouch just thrown from the car, in her hand, a group of rustics, with ill-concealed admiration in their eyes, watching her as the swiftly passing train goes on its journey. This picture is not, perhaps, a work of art, but it is an "object lesson," giving at a glance the progress that our country has made in a hundred years.

Of all the executive departments of the governments, the post office is the one nearest the people, and the one with which they are most familiar. In addition to its work of collecting, transporting and delivering legitimate mail matter, viz: letters, newspapers and magazines, it is the greatest express company of the continent, since it has an office at almost

every cross-roads, even carrying merchandise cheaper (considering the distance) than its rivals. Its registration system affords a means of forwarding valuable packages, at a slight additional cost, with almost absolute security. It is the greatest banking institution on this side of the Atlantic. The transactions of its money order department, not only in our own country, but with almost every nation of the civilized world, (Russia and Spain excepted) run up to well nigh fabulous sums. Its drafts are easily obtained and cheap. Its notes are "gilt edged," and have never been repudiated. With the creation of the postal savings bank system, the working people's department in its organization will approach perfection.

The first mention of a travelling post-office occurs in a memorial addressed to congress in November, 1776, by Ebenezer Hazard, postmaster general under the Continental Congress, in which he states that owing to the frequent removals of the continental army, he was subjected to extraordinary expense, difficulties and fatigues, "having paid an exorbitant price for every necessary of life, and having been obliged, for want of a horse—which could not be procured—to follow the army on foot."

Directly after the inauguration of General Washington, in April, 1789, the organization of the post office department followed, and Samuel Osgood, of Massachusetts, was appointed postmaster general. That the people might derive the greatest possible advantage from an institution peculiarly their own, this gigantic monopoly—for it is nothing else—was created, and all competition forbidden. The postmaster general had then but one clerk, and there were but 75 post offices and 1,875 miles of post roads in the United States; the cost of mail transportation being \$22,081, the total revenue \$37,935; the total expenditures, \$32,140; leaving a surplus of \$5,795. From this time until 1836 the contracts made for the transportation of the mails do not mention any kind of service on post roads except stages, sulkies, four-horse post-coaches, horseback, packets, and steam-boats.

The growth of the railway mail service has been coincident with that of the railway itself, and the importance of both cannot be underestimated in considering the future development of the country. Almost as soon as a railroad is fully organized it becomes a mail contractor with the department.

The act of congress constituting every railroad in the United States a post-route, was approved July 7, 1838. Postmaster General Barry, in his annual report for 1836, speaks of the multiplication of railroads in many parts of the country, and suggests it as a subject worthy of inquiry, whether measures may not be taken to secure the transportation of the mails on them, and adds: "Already have the railroads between Frenchtown in Maryland, and Newcastle in Delaware, and between Camden and South Amboy in New Jersey, afforded great and important facilities to the transportation of the great eastern mail." At this time a railroad between Washington and New York was in process of construction, and Postmaster General Barry dwelt in his report on the importance of the facilities that would be afforded for speedy service between the two cities, predicting that the run between them would probably be made in sixteen hours. The service is now performed in about five hours.

At first the facilities for mail service were very limited. Postmaster General Kendal in 1835, suggested that the Baltimore and Ohio railroad company might

be asked to close in some portion of their baggage cars, a strong lock being placed on the apartment, to which only the postmasters at Baltimore and Washington should have keys. In the same report he adds: "If wheels can be constructed which can be used alike upon the railroads and streets of the cities respectively, the department will furnish an entire car containing the mail to be delivered at one depot, and received at the other, asking nothing of the company but to haul it." It was even proposed at this time that the government should have their own locomotives, everything else on the road giving the right of way to the mail train. This proposition was not adopted. The fear was expressed, however, that if the department did not have absolute control over the road, the people would have to depend on the stage or other horse transportation for mail service. All these early troubles in time passed away, and, through concessions on both sides, the railways soon became the most important agents of the post office department.

This, of course, was not accomplished without many trials and tribulations. It seems strange, in the light of the present, to read in an official report, a remonstrance of route agents that nearly every night dead bodies were placed in the mail crates between Philadelphia and New York, and the mails packed around the coffins. This breach of good order disappeared after that time, and with it came to an end the freight methods and the old stage coach ideas of dealing with the mails.

A separate compartment in a baggage car, fitted up with a few conveniences necessary for the distribution of local way mail, was the beginning of the system which has developed into the luxurious postal cars of the present time. As a matter of history, however, it is only fair to say, that the system which we then adopted had been in use for sometime by our northern neighbors of Canada, who had taken it from the mother country.

The credit of suggesting the first step toward the present system has generally been given to Colonel A. B. Armstrong, who, in 1864 was Assistant Postmaster at Chicago. This is incorrect; Mr. W. A. Davis, a clerk of the St. Joseph, Mo. Post-office, where the overland mail was made up, conceived the idea in 1862, that if the letters and papers could be assorted



From 'The American Railway.'

on the cars between Quincy and St. Joseph, the overland mail could start promptly on time. He was given permission to carry out this idea, and there are vouchers on file at the Department at Washington showing that he was paid for that specific work. In 1864 Colonel Armstrong was authorized and encouraged by the Hon. Montgomery Blair, then Postmaster-General, to undertake the difficult task of arranging and introducing the service. On August 31, 1864, he wrote: "To-day I commenced the new distribution." Subsequently Colonel Armstrong became the first General Railway Mail Superintendent, and held the office until ill-health compelled him to resign, in 1877. To Colonel Geo. S. Bangs, of Illinois, and his successors, Theodore N. Veil, William B. Thompson, and John Jameson, is due the excellence of the present system. Colonel Bangs was a thoroughly equipped Post-Office man, energetic, courageous and progressive. Brimfull of ideas he was always on the lookout for improvement. Never satisfied with old ways he was constantly striving to simplify and better the service. He forgot himself in his work and died a martyr to his duty, leaving the traveling Post-Office of to-day a monument to his memory. While to Colonel Armstrong is due the credit for the skeleton of the system, it was the genius of Colonel Bangs that clothed the bones with flesh, developed the sinew, put the blood in circulation, and breathed into its body the breath of life. Colonel Bangs found that, in 1871 everything was disjointed, disconnected and sluggish. There was no attempt at "certainty, security or celerity." It was a "go-as-you-please" condition of affairs. He grappled at once with it and brought order out of chaos. He introduced a system of emulation among the employes, rewarding those who displayed proficiency by promotion over the sluggish, and thus, in fact, was probably the father of what is known as Civil Service Reform. In 1874 he discussed the propriety of establishing a fast and exclusive mail train between New York and Chicago, this "train" (quoting his report to the Postmaster-General), "to be under the control of the Department, so far as it is necessary for the purposes designed, and to run the distance in about twenty-four hours. It is conceded by railway officials that this can be done. The importance

of a line like this cannot be over estimated. It would reduce the actual time of mail between the east and west from twelve to twenty-four hours. As it would necessarily be established upon one or more of the trunk lines, having an extended system of connections, its benefit would be in no case confined, but extended through all parts of the country alike."

This report met with the approval of Postmaster-General Jewell, who ordered Bangs to negotiate with the New York Central and Hudson River railroad and the Lake Shore railroad for a fast mail train, leaving New York at four o'clock in the morning, and arriving at Chicago in about twenty-four hours. It was the old story of making bricks without straw. The postoffice department had no appropriation to pay for such facilities, hence it had to depend at first on the public spirit of the railroad authorities. Commodore Vanderbilt, the president of the companies whose lines were to be used, had had dealings with the department, and was perhaps, not altogether sanguine as to the practical issue of the experiment, or in respect to the countenance it would receive from congress; but Mr. William H. Vanderbilt, the vice-president, lent a willing ear to Mr. Bangs' proposition, and did his utmost to aid him in putting it into effect. There being no special appropriation available for the purpose in hand, "the devil was whipped around the stump" by Colonel Bangs stipulating that if Mr. Vanderbilt would have twenty cars built, and the service performed, all matter originating at or coming into the New York post office, which could reach its destination at the same time by this line, should be sent by this train, and that the railway companies could have the right to demand a weighing of the mail matter at will, all railroads being paid according to weight.

When the details of the plan were communicated to Commodore Vanderbilt, he is reported to have said to his son: "You want to do this, go ahead; but I know the post-office department, and you will too, within a year." Mr. Vanderbilt did "go ahead." He constructed and equipped the finest mail train ever seen on the planet, ran it for ten months, never missed a connection at Chicago, and was always on time at New York. He did not have to wait a year, however, for the sagacious old Commodore's prophecy. Within three

weeks, despite the indignant protest of Colonel Bangs, the mails of three states were ordered to be taken from this and given to another route. A grosser and more wanton breach of plighted faith it would be hard to find, and its results were far-reaching and disastrous.

This train was a marvel of completeness and efficiency. It was manned by picked men, and the only complaint ever made against it was that it ran so fast that the clerks had not time to sort the mails for the post-offices between New York and Poughkeepsie. To obviate this Colonel Bangs requested the postmaster at New York to have two hundred mail bags dyed red, which should contain the mails for those post-offices nearest together, so that the crew in the train could distribute them first. There was no complaint after that. But when the dyer's bill was sent by the postmaster to the department, it was disallowed by a clerk of the Second Assistant Postmaster-General, who, in a letter announcing the fact, said there was no necessity for the outlay if the postal clerks did their duty. Bangs, who had just arrived at the postoffice from a day and a night's ride on his favorite train, was lying on a sofa half asleep in the postmaster's private office, as that official was opening the mail. When he came to that letter he handed it to Bangs. He was wide awake in an instant. "Mr. Postmaster," said he, "do you know the man who signed this letter? He is a wheezy priest, a fool, and a Baptist at that. Give me the letter." The bill was allowed as soon as Bangs reached the department. He was wrong, however, in crediting the subordinate to the Baptist faith. He was an ornament of another persuasion.—From *The American Railway*, Chas. Scribner's Sons.

William Ewart Gladstone.

Deeds, not words nor time, are the measure of greatness. The flash of a sword, the throb of a heart, the speech for a right may send a name ringing through the ages. Touissant L'Ouverture, John Howard, Patrick Henry, are immortal names. To-day, William Ewart Gladstone stands pre-eminent, not only in words and thoughts, but also in manly deeds, great as an orator, great as a statesman, great as an author, but above all as a man. His speeches and writings may soon be forgotten, but the results accomplished by his labors in be-

half of his fellowmen will be imperishable. Other great statesmen have built up nations, strong and mighty; other public men have more apparent results, but no one so truly combines the best qualities of hand, of head and of heart.

Compare him a moment with Europe's other great statesman. Bismarck has made Germany a strong nation. He has increased her territory by fully one-half; he has raised her to a foremost rank, with full treasuries, a large army, a large navy, and a united people. But by what measures has he accomplished this? By his stern and unrelenting will, by the tyrannical enforcement of law. On the principle of the government for the government and not the government for the people. He has bound the state by bars of iron in the form of cruel laws. But iron corrodes, rusts, and drops into pieces. Unjust laws fall before the common right. On the other hand, Gladstone has built up a nation, not by tyranny, but by earnest and judicious measures. He has bound England by bands like the roots of a living tree, which, spreading farther and farther with age, secure a firm holding and although against the tree the storms and winds may beat, still it is only the thunderbolt of God that can move it. Bismarck's policy is: "Country before right;" Gladstone's: "Right before country."

Like all great reformers Gladstone is always in advance of thought, like all true leaders must be. Often because of this he has been retired to private life, yet he is ever in power even if out of office. Whether he be the Premier of England, or simply the great Commoner, his influence in English politics is never lessened. Just as the earth-born giant, Antæus, whenever he touched the earth, arose stronger than before, so Gladstone, after each defeat, arises stronger and more powerful in every way. He is ever ready to help the weak and oppressed, and to-day Ireland looks to him as her defender, the Irish people extend their hands to him in thanks and supplications, humanity sets its seal upon him for his noble advocacy of Irish freedom. Throughout his whole life Gladstone has been conspicuous for his fair and honorable dealings and his watchful care for the advantage of his fellowmen. The methods which he employs to accomplish his ends are frank and open. He is no trickster, and he wins the admiration of even his opponents by his undeniable in-

tegrity. Farsighted and intellectual, Mr. Gladstone managed the state affairs of the English empire in a way that rivals all comparison. During his administration there were few of those petty quarrels that arise so often between the powers of the world. He ruled with equity, and passed such measures as were just and right, not only in the judgment of his own but in that of the whole world. The rash schemes of the adventurer and the fallacious plan of the ambitious had no friend in him, but an impeachable foe who never rested until he had secured their defeat.

But his plans did not always meet the approval of the Queen. Anxious for the progress of England alone, the rule of Gladstone, "Right before country," had no champion in her, and this caused many a disagreement between them. During one of these Gladstone said: "You *must* do this." Angered, she replied: "Who are you that dares say *must* to the queen of England?" "Madam," he said, coolly, "You are the queen of England, but do you know who I am? I am the *people* of England and in this case the people say *must*." Such moral courage is characteristic of Gladstone. Looking neither to the right nor to the left, not watching to see who follows, but pointing straight ahead to justice and equity he moves onward. And who follow him? The fair minded, the generous hearted, the just and honorable, they follow him. It has been said of him:

"A long life, pure and spotless as the snow that falls on his own highland hills lies behind him; a life that has been accompanied all along its lengthened way by a great intellect and a pure heart; a life that has been conspicuous for its devotion to the best interests of his fellow countrymen and of mankind."

Finally we can do no better than to quote his own words, indeed worthy of so great a man:

"Walking in the path of justice we cannot err; guided by that light we are safe: every step we take upon our road brings us nearer to the goal, and every obstacle, though it seem for the moment unsurmountable, can only for a little while retard and never can defeat the final triumph."

THOMAS C. ROGERS,
June 27, 1890. Middletown, N. Y.

"Party Rate" Possibilities.

While the decision of the interstate commerce commission, which a federal

court has just nullified, prohibiting railway companies from making reductions in their established passenger rates to theatrical and other parties no doubt proved a hardship to traveling shows it is a question whether it was not more for the interest of the railways than the order which now repeals it. The decisions of the court seems to have been based largely on the premise that the party ticket, like the mileage and commutation ticket, is an adaptation of the wholesale principle recognized in every business; and as under the interstate commerce law such tickets cannot as formerly be confined to theatrical companies and similar special interests but must be given to the public under similar conditions the principle evidently is equitable. But whether the party ticket is a profitable device for the railways is likely now to depend on whether or not it will be profitable for them to reduce their passenger rate to two cents a mile for everybody. The court in ruling in favor of the party rate declared among other things that "it is almost proof against fraud upon the company which issues it" to which declaration, however, we take leave to file an exception. On the other hand it looks as if the party rate offered an open door to extensive and continuous imposition upon the railways. That it is a cause of disagreement among the roads and tends to destroy rate agreements has been indicated in the past and is already, since the rendering of the recent decision in its favor, illustrated by the action of one of the great railway companies in announcing that it will sell tickets at the rate of two cents per mile to parties of seven or more, ten being the smallest number heretofore admitted to these privileges. The circular of the Pennsylvania company to ticket agents regarding the sale of "one way party rate tickets" reads as follows:

These tickets are to be sold only to parties of not less than seven persons traveling together, and one ticket should be used for the entire party. They are to be sold only for passage one way, and must not be filled for the round trip under any circumstances. They will be good for continuous passage only, and must be stamped and limit punched for the date upon which they are to be used. For example, if the party wishes to start on Aug. 14 the ticket should be stamped Aug. 14 and punched to expire Aug. 14. No

stop over will be allowed. These tickets may be sold at the rates named, 2 cents per mile per capita, to any party of seven or more persons. They will be open to the public and not confined exclusively to theatrical troupes, base ball clubs, minstrel troupes, and parties of that kind.

Now what is to prevent any seven persons who chance to be going from any place to another given place from getting together at the ticket office and buying their ticket at two thirds of the regular rate for single tickets? It is not even necessary that all of them shall be going to the same destination, for it may be considerably cheaper for some of them to pay the two cent rate to the farther point and get off at intermediate stations than to buy their single tickets at the rate of three cents or more per mile. The wide awake ticket scalper, too, will hardly fail to avail himself of the admirable opportunity thus offered by the railways for beating themselves. It will be extremely easy for him to bring seven of his customers together so as to make use of a party ride ticket at such a saving to themselves that they can well afford to compensate the philanthropic scalper for his trouble. It is not even necessary that the full number of seven co-operate in this money saving scheme, as the fare to a given point for six, five or even four persons may be less in the aggregate at two cents per mile than it would be for the same number of single tickets at the local rate. Thus for a trip of 400 miles the party rate ticket for seven would cost \$56, while at three cents per mile the single rate fare for five persons would be \$60. The instructions above quoted of course do not require the ticket seller or the conductor to have evidence that the party actually consists of seven, and certainly a railway would not be justified in refusing to carry a smaller number of persons than it had received pay for carrying.

It is to be supposed that the general passenger agents have considered all these and other possibilities for the abuse of party tickets, and hence it would seem as if they were inclined to a voluntary reduction of rates to two cents per mile. Indeed it is already threatened by one or more companies to retaliate on the company that has reduced the party rate limit from ten to seven by further reducing it to five, which will of course be accepted with gratitude by the scalpers and the travel-

ing public generally as still further facilitating the general use of the two cent rate. Hereafter when demagogues denounce railway officials as extortionate and grasping they need only to be reminded of the voluntary reduction of rates by the passenger department through the party ticket to be put to shame.—*Railway Age*.

That private persons should be permitted to organize and control an army of men, equipped with the latest improved breech-loading guns, to be sent by hundreds, or thousands if necessary, to great cities for the ostensible purpose of protecting property, but in reality to overawe striking workmen and to shoot them down upon the provocation such creatures always create, is an insult to every state government, and a menace to every free institution.

Such bodies of men have no proper connection with the law maintaining and law preserving departments of American governments. They belong neither to the militia, police or sheriff's posse. They are not selected with a view to public service under regulations fixed by any law, nor which prescribe the qualifications of those who compose them. Those who command them bear no official relations to the government; the whole scheme is a private one—entered into by the Pinkertons, because the men and guns they supply are in demand and will more willingly serve the purpose of those who hire them. No such body of men could exist under any other civilized government in the world. No other government would, even by inaction, permit a private citizen to equip an army with the equipments of war within its borders, to be held in readiness to move with celerity, for private hire, from one section of the country to another, whether to overawe bodies of its workingmen out on a strike, or for any other purpose.

Every government should exclusively control and manage organized bodies of armed men within its territory. When such bodies are necessary to preserve the peace and protect property, the government should supply them. The government may be that of the nation, state, county or city. In the framework of our governmental systems ample provisions have been made everywhere for such protection. If resistance to law cannot be

controlled by the sheriff and his deputies, he may call upon the posse—which is every able-bodied man within his jurisdiction—and if they do not respond or are not efficient to preserve the peace, upon request the governor must send the militia of the state to aid him in maintaining the majesty of the law. These are the only rightful agencies to be used in such emergencies and any private army organized, maintained and equipped at private expense, to be hired out upon call to private persons or corporations because they imagine their property is threatened, is as lawless and dangerous to the peace of the community as the mob itself.

This attitude does not in any manner detract from the right of every person and corporation to protect their property. They may guard and defend it. They may resort to every lawful means and device to effect this end. They may employ guards if they fear surprises, they may call upon the mayor of the city for its police, the sheriff of the county for his posse and the governor for the militia, and if the law is observed they will be promptly forthcoming in all proper cases.

But the private army may not be organized and kept, to be hired out to them at will. Its very presence is necessarily irritating and often precipitates the trouble it is brought in to avoid. The men comprising it may possibly be enlisted from the dregs and scourgings of the earth; if they are not, it is but the will of a private person that has it otherwise. They are necessarily without the restraining influences of authorized authority to punish for disobedience of orders; all they have to fear is discharge from the service of their employer if they kill a man too soon or fire into a crowd of unoffending by-standers upon too slight a provocation, according to the notion of their employer. It may be said that the law will punish them if they transgress the law, but we cannot now recall an instance from the many in which unoffending men, women and children have been ruthlessly killed by this Pinkerton army in which the murderer has suffered for his crime. The fact that he belonged to that army, and the money of the company for whom the killing was done, have been potential enough to shield the slayer in every case.

Such organizations as these are unrepugnant. Their toleration would disgrace a despotic government. Their existence

in the United States is a confession that this republic is unable, through its police, its sheriffs, its militia, its army and its laws, to protect its citizens and preserve their property.—*Rocky Mountain News.*

Webb's Position.

Mr. Webb, of the New York Central railway, is occupying as large a place in the public eye at present as did Mr. Hoxie, of the Missouri Pacific, a few years ago. There have been evidences that this is a place Mr. Webb has had some hankering after, if we may take the display he made on the occasion of his trip to Alaska a couple of years ago as a straw to show the wind's direction. He traveled in regal style on that trip, and took care that the people, whom his superior officer had previously damned, should be aware of the fact. We don't know who Mr. Webb was before he became Third Vice-President of the New York Central, but his action in the Alaska expedition, and in his treatment of the accredited representatives of the Knights of Labor in the pending strike, would furnish presumptive evidence that he was not long ago a sleeping-car porter, and is still feeling his oats.

Webb has refused to arbitrate the question in dispute between the company and the men, has declined, practically, to discuss the matter. He proposes to run his business as he chooses, and will not brook any interference by outside parties. Were Mr. Webb's business a private one, his position would be unassailable. Mr. Powderly, nor any other man, has no prescriptive right to intermeddle in any dispute that may arise between John Smith, factory owner, and Thomas Brown, factory operative. But Smith, he if be a reasonable and fair-minded man, and has reason to believe that Powderly approaches him in a sincere desire to mend the breach, and is, in a sense, a representative of the other party to the question, will discuss the subject with him, and possibly consent to refer it to the arbitrament of an unprejudiced court. But it can hardly be claimed that the New York Central stands in the position of a private individual or corporation. It is a company which has assumed certain obligations to the state, from which it has received large subventions. It has undertaken, for instance, to furnish regular trains for the transportation of passengers and goods. The state—the people—find that it is not doing this, because of a dis-

agreement it has fallen into with the state—with the people in its employ. Under these circumstances, there would be no injuries done to Webb or his company were he compelled, by law, to refer the matter in dispute to a board of arbitrators.

The fact is, Mr. Webb has taken such an arbitrary, domineering, high-and-lofty course, that he has sent popular feeling veering around to the side of the strikers in a most decided manner. The events of the past three days, Webb's insolent attitude and Powderly's earnest and calm manifesto, have changed the face of affairs, and in place of the strike petering out it bids fair to become more general, and therefore more serious than ever. Mr. Webb has assumed a position he may find he is unable to maintain. In saying that he has no question he wishes to send to a board of arbitrators, he says that might is to be right, and that we may only expect a railway to arbitrate when it fears it is weak.

Mr. Webb is a type of a class of officials, happily rare, who do much to embitter Labor against Capital, and to create unnecessary and easily avoidable friction between employer and employe. The relations of the one with the other, based as they are upon mutual advantage, should be friendly and cordial, but when a man like Webb gives those beneath him in position to understand that he considers them merely pegs to be stuck in such holes as he pleases, or thrown out on the brush heap at his discretion, cordiality and confidence must vanish and hatred and suspicion take their place. The day is past, in this country at least, of lord and serf, of knight and vassal, and he is a fool who undertakes to play either lord or knight. The men who run our railroads are not to be treated as spoiled children, and are not fit subjects for the exercise of any puling autocrat's ill-temper.—*St. Thomas Ontario Journal*.

The Old Way the Best.

While you may not witness any direct act of cruelty toward the negro roustabouts on a Mississippi river steamer by the mate, you can't help but expect it every time the boat makes a landing. He is always provided with a stick or cane, and the way he flourishes it and curses the hands is enough to drive a nervous person to his stateroom. I was talking of this to a mate

one day, and he told me of an incident that happened on the Robert E. Lee. One of the owners of the boat happened to see the mate strike a hand, and he made such a fuss about it that the captain promised a change of programme from Vicksburg down. The mate was told how to demean himself, and when the boat swung out he was as gentle as a lamb. Before she made her first landing he had on a plug hat, a dress coat, and gloves, and was smoking a dainty cigar. As the steamer swung in to take on 200 bags of cottonseed at a plantation the mate quietly ordered:

"Please get out them bow and stern lines. Please hurry up with that gang plank. Now, gentlemen, bring on them bags."

The hands looked at him in great astonishment, consumed double time in making fast, and when all were ashore went into convention to discuss matters.

"Here, you—what's the matter there?" called the Captain.

"Gwine to quit," replied one of them.

"Quit! What for?"

"Suthin' wrong wid de Lee on dis trip, Cap'n. She's gwine to blow up or strike a snag."

"What makes you think so?"

"Look at de mate, sah. Suthin' wrong dar'—suthin' mighty wrong. When a mate stop dat cussin' suthin' gwine ter break."

The owner was consulted, and he said it was possible he had taken a wrong view of the case. As a test, the mate might go back to old tactics.

"Here, you black devils," shouted the mate, as he peeled off his finery and grabbed a club, "get along now; up with them bags; hi! there, Kenben; walk your heels; tote that seed; cuss your livers, but don't be four minutes at this landing, or I'll murder every black devil of you!"

"Dat's mo' lik—dat's ole talk," shouted the crowd, and in three minutes and a half the boat swung out.—*Louisville Times*.

One of our most valued exchanges is *The Office*, published by David Williams, 66 Duane street, New York, and which is a paper that is of value to every one employed in an office of any kind from the messenger to the chief. The price heretofore has been \$2 per annum, but the publishers announce that owing to the success of the paper and the encouragement they have received from the office men of the United States, they have decided to reduce it to \$1 per annum, and at this price no office man can afford to be without it.

Southern Pacific Employees.

Instead of an agreement being reached yesterday between the Southern Pacific officials and employees, further complications arose which further separated the two sides.

The Grievance Committee of the Brotherhood of Railway Trainmen, met the company's officials at Fourth and Townsend streets at 2 p. m. according to appointment, and expected to hear the proposition for a new schedule of wages which had been prepared in answer to that presented by the Grievance Committee. The conference was brief and adjourned without any conclusion being reached. The company was represented by General Superintendent Filmore, Assistant General Superintendent Pratt, Superintendent of Track Curtis, the division superintendents and some other officials. Mr. Curtis' account was as follows:

"The conference adjourned without anything being done. We had been led to believe all along that this general grievance committee of the Brotherhood of Trainmen was authorized to represent all of the men interested. We discovered to-day, and they virtually admitted, that they were acting in the name of their own order only; still they had presented demands concerning the salaries of all the conductors on the system, the switchmen and some of the baggagemen. Most of these belong to other orders. We told them that we could only consider demands from authorized representatives of all the men.

"We want to settle the whole matter at once. We do not want to go over the whole matter with one committee, and then go over the whole matter again with other committees, to which the arrangements made with one committee may not be satisfactory. We told them to get proper representatives of all the men together, and then we would discuss the matter. Some of them said that they doubted their ability to do so. I cannot predict what the next move or what the result will be. There are some hot-headed ones among them, but a majority seem cool-headed, and if the men do anything rash and inconsiderate I shall be much surprised. Whenever we can meet men with whom we can negotiate the whole matter at once we will be ready to present propositions which are just and fair. We are ready to modify many things complained of and have no objections whatever to the existence of any of the orders."

From leading members of the General Grievance Committee it was learned that the sudden hitch in negotiations was the result of an inside difficulty of apparently small importance among the men themselves. At 2' the time set for

the conference a small committee from Oakland division of the Brotherhood of Railway Conductors called at Fourth and Townsend streets and had a conference with some of the officials by themselves. This committee said that the Grievance Committee of the Brotherhood of Trainmen had no authority to represent its order, and demanded to be allowed to act in conjunction with the Grievance Committee during the negotiations. The Grievance Committee asserted that it had ample authority to conduct the negotiations, and that it would not recognize the protesting committee. That was the cause of the hitch, and on account of this protest the officials of the company declined to proceed with negotiations. The committee left in a very hostile frame of mind and held a secret meeting elsewhere.

Several leading members of the committee made the following statement when interviewed by a *Chronicle* reporter:

"At the brief conference to-day our demands were not considered at all. All the company did was to refuse to recognize this committee, and we left. The cause of this trouble is just this. We fairly represented all of the men on the system for whom the demands are presented. Our brotherhood includes as many conductors as either the Brotherhood of Railway Conductors or the Order of Railway Conductors on this committee. The committee represents all divisions and all conductors and switchmen who do not belong to our brotherhood approve of our course and acknowledge us as their representatives.

"Now a few members of the Oakland division of the Brotherhood of Conductors only want to act with us, but we refuse to recognize them. We would have no objection to acting with the General Grievance Committee of their brotherhood. Their demands are just the same as those we presented, and all they want is to get some credit for doing something. For a little matter of form they are imperiling the interests of all the employees.

"The company merely seized on this protest to as an excuse for putting us off. We will not go to it again, but will go ahead and act as though it had refused our demands, and the road will probably be tied up. We have reported the situation to Grand Master Wilkinson, and either he or a representative will probably be out here at once.

"The result of the company's action to-day is that the matter has passed from our hands to those of the grand master's and now we are waiting for instructions from him. He may order a strike before calling the Supreme Council of the federation together, or he may not."

"The fact is," said one of the committee, "the

company is looking for a strike and so are we, prepared for it."

The result is that the entire situation changed yesterday in a manner not favorable to peace, and no one can tell what the next move will be, though further steps looking toward a settlement will without any doubt be made by one side or the other. Very much depends on the action of Grand Master Wilkinson.—*San Francisco Chronicle*.

"Our Naval Guns."

From an article on the above by Commander C. F. Goodrich, in *The Century* for September, we quote as follows: "How very few persons, by the way, appreciate the latent power of a modern projectile when in motion. Those who have visited the *Atlanta* and have seen her smaller guns, of six inches caliber, whisked about by one man, will be even the less likely to realize that their shot can pierce an iron plate over eight inches thick at a distance of a thousand yards. Try to imagine for a moment the number of men who would have to pull on a line that, arranged in any conceivable way, could be made to throw the hundred-pound shot with force enough to make such a hole. Yet all of this power is stored up in a cartridge weighing less than fifty pounds. To contain and restrain such a power we must, it is evident, use the best material obtainable; the best at the beginning, best in the midst of firing, and best at the close. It must stand the sudden and heavy first shock; must yield a little, without rupture or permanent distortion, when the pressure is at its greatest; must return to its original shape when all is over; and it must offer, at all times, the greatest possible resistance to fracture. Technically our metal must be tough, elastic, and of great tensile strength. These qualities find their highest development in forged steel. . . . As in guns, so in what they throw, the tendency is towards larger masses, more perfect material, greater destructiveness. The cannon-ball of our grandfathers gave place to the eight inch and nine-inch shell of our fathers. To-day we are using elongated steel projectiles—weighing in some cases a ton each—that will pierce iron armor measured in thickness by the foot, or even the yard; we are charging some with melinite or other frightful explosives that will create untold havoc, or with noxious chemicals to suffocate a whole ship's company.

"Other weapons are experiencing the same development. Hotchkiss—an American of course—brought out his revolver cannon, then his rapid-fire guns. The largest of these was a six-pounder. Mounted on a swivel it could be fired from the shoulder like an old wall piece, delivering about

twelve shots a minute. Presto! we now hear of 30-pounders, 70-pounders, and 100-pounders of this type. Imagine shoulder practice with a six-inch gun weighing five tons and three-quarters, at the rate of eight or ten rounds in a minute, each round capable of piercing fifteen inches of wrought iron! Such guns exist, and will constitute a large part of the armament of the most modern ships of war. Every one is inventing some new form of mounting to hold the gun that deals such rapid and powerful blows, or of breech mechanism to lessen the time taken up in loading. Electricity, steam, hydraulic and pneumatic power are used in our new ships to load and handle guns. Maxim—American again—utilizes the recoil of the piece to do all the loading and firing.

"The improvements in guns within the last few years have been so great as to amount to a revolution, and their constant end has been increase in the power of the gun and in the rapidity of its fire. In the first direction we appear to have reached a limit in the 110-ton gun, and there is a tendency to recede, for it is generally agreed that a smaller gun will do the work required for naval service. The largest gun contemplated for our new battle-ships is the thirteen-inch 60-ton gun, firing a 1200-pound shell with a velocity of 2100 feet per second. In the second direction we are making constant progress, but it is mainly by improvements in gun mountings and in the service of ammunition. The limit of the rapid-fire principle is reached when the ammunition becomes too heavy to be easily handled by one man, and it is believed that this limit has even been passed in the English six-inch rapid-fire gun. For the present at least we are content with a four-inch gun firing a 36-pound shell; and a large part of the armament of the ships now building will consist of these guns."

The Old War-Ships and the New

The old sailing frigate and the great line of battle ships, with towering masts and enormous squares of canvas, their long rows of guns, tier upon tier, their crews of several hundred men, have disappeared in the mists of the past along with the heroes of Cooper and Marryat. The smallest vessel of our squadron, with her six guns, her powerful engines, and all the appliances of defence and offence, that steam and electricity, in short, that modern science contributes to the safety and efficiency of a ship and a ship's company at the present time, would destroy a whole fleet of "saucy Arethusas." With the change in the ships, a change in the life and training of the sailor has come, a change so great, that one of Nelson's old sea-dogs, or even a Jackey of our

late war, would be dumfounded at the manifold duties required of a modern man-of-war's man. Jack must be a soldier nowadays as well as a seaman. He must understand the intricate mechanism of the revolving cannon, the delicate sights and complicated breech apparatus of the heavy guns with their hydraulic mountings, the manual and care of his magazine rifle and self-cocking revolver, as well as how to go aloft in a gale of wind and "pass the weather ear-ring," to pull an oar in a boat, or to knot and splice a rope. In a man-of-war's crew of to-day, many of the men must be specially trained for the special kind of work falling to their share in the general *tout-ensemble* of modern scientific appliances necessary to insure the efficiency of the ship as an instrument of warfare, and to provide for the comfort and wellfare of those serving on board of her. For example, the Yorktown, which at the time of the writing of this article is probably the most thoroughly equipped with the newest appointments of any of the vessels of our new navy now in commission, comprises in its new crew of one hundred and eighty men—exclusive of her line officers, surgeons, engineers and paymaster—several expert electricians to run the dynamo and keep in order the electric appliances; machinists—one of whom is a boiler maker, and the others qualified for duties connected with running and repairing the complicated engines, the distilling of the drinking-water, the heating apparatus, and and the many uses that steam can be put to; an apothecary, several so-called yeoman as assistants to the paymaster, engineers, etc.; besides a blacksmith, taylor, painter, carpenters, sailmaker and others.—From "With Uncle Sam's Blue Jackets Afloat," by RUFUS F. ZOGBAUM, in September *Scribner*.

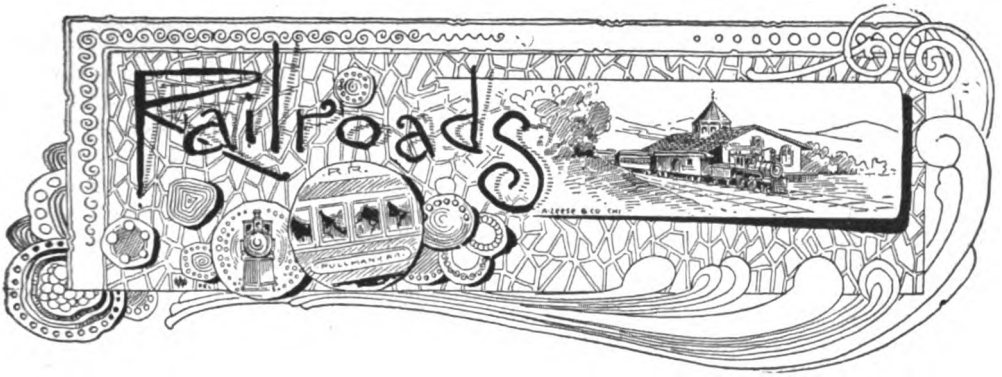
Collapse of the Railroad Strike.

As the general confederation of railway employes has refused to join the Knights of Labor the Central strike cannot be much longer maintained. The Knights confessed that they could not continue the struggle without the assistance of the federation in a "sympathetic" strike; and as this assistance is withheld, nothing remains but to abandon the conflict. Further resistance would only enable the New York Central Railway managers to fill up the places of the strikers with outsiders, and thus accomplish more effectually the object attributed to them—namely, a warfare upon the Knights of Labor organization. By continuing a hopeless struggle the Knights of Labor would, therefore, be playing into their

hands. If it be the design of Mr. Webb to break up this organization on the New York Central Railway system he could not ask anything better than that the strikers should hold out long enough to enable him to supply their places with non-union laborers at his leisure. He would not be likely to find such another opportunity of carrying out his programme.

While expressing warm sympathy with the Knights and thoroughly convinced of the justice of their cause, the United Order of Railway Employes have what they regard as satisfactory reasons for not entering upon a strike and thus inflicting widespread disaster upon business interests. But their movement has not been without important consequences to the organization of labor. By their attitude they have extorted from Mr. Webb a reluctant and tardy explanation that the railroad employes in question were not removed as Knights of Labor, but because of drunkenness, insubordination and incompetency. Though they do not believe that Mr. Webb has given the true reasons for his acts, they take his declaration for what it is worth, as a concession to the rights of organized labor.

The plain meaning of the address from Terre Haute is that if Mr. Webb had acted in regard to members of the federation of Railway Employes as he did to the Knights of Labor he would have provoked a warfare along the whole line of the Vanderbilt system. Though not prepared to strike upon the provocation given to the Knights, the United Railway Employes, believing that their organization is also menaced by Mr. Webb, have assumed a waiting attitude, which may be turned into a hostile movement upon the first serious provocation. Henceforth the present management of the New York Central Railway will be regarded by them with profound suspicion and distrust. In order to allay this feeling an authoritative declaration by the officials of the company that they do not intend to make war upon labor organizations would be timely and reassuring. As for the railroad labor unions, the lesson of the hour is that they can accomplish nothing except by a thorough, compact, and harmonious organization, such as does not now exist. With such an organization in existence the danger of railroad strikes would be greatly lessened. Each side would be better able to estimate its own power and its responsibilities; and even though perfect harmony might not be established between employer and employe, each side would be careful not to provoke a conflict without seriousla weighing all the consequences.—*Phila. Record*.



Missouri Pacific Railway.

THIS MEMORANDUM, Made this first day of May, 1890, shall constitute a LETTER OF INSTRUCTIONS to all Division Superintendents, Train Masters and other officers in the service of the Missouri Pacific Railway Company and the St. Louis, Iron Mountain & Southern Railway Company, fixing the pay rates of all conductors employed on the said Railways, and their leased and operated lines.

1. Hereafter, in the employment of conductors in the service of the above companies, Division Superintendents are hereby instructed to employ none but sober, reliable, competent, able-bodied and experienced men for this service, and all conductors employed by these companies will be directly responsible to and subject to the orders and control of the Division Train Masters and Division Superintendents at all times and in all matters pertaining to their duties. No other subordinate officer will be allowed to interfere in the discipline and control of train conductors.

2. In the employment and promotion of train conductors and their assignment to train runs, these instructions shall hereafter be conformed to and carried out strictly in all respects, on all the railway lines owned, leased or operated by the Missouri Pacific Railway Company and the St. Louis, Iron Mountain & Southern Railway Company.

3. Conductors will be considered in the line of promotion by their seniority or term of service, dependent on their general good conduct, faithful discharge of their duties, and also their ability to assume increased responsibility. Whenever additional conductors are required in the passenger train service, promotions will be made from the list of freight conductors, as above, with the following exception.

4. The General Superintendents of these companies reserve the right to employ additional or new men for any positions in their train service,

or other service, whenever they consider that the interests of the company require them to do so.

5. TRAIN CONDUCTORS WILL BE PAID THE FOLLOWING SCHEDULE OF RATES:

	Per month
Conductors of Passenger trains, - - -	\$100.00
Conductors of Pusher Engines, - - -	75.00
Conductors of Work Trains, - - - -	85.00

6. All Conductors on through freight trains are to be paid by the trip, three (3) cents per mile. All runs of 100 miles or less to constitute a day's work.

7. The monthly pay rates of local freight and mixed train conductors are to include the 26 or 27 working days of each month. Road service rendered by local crews on Sundays, or other extra service, shall be paid as extra work, at regular rates for the class of service performed.

8. For all freight train men employed by the month, 26 or 27 days shall be rated as a full month, and fractional time or parts of a month shall be paid for as so many twenty-sixths of a month.

9. Conductors of all local freight trains and mixed trains for a regular run of 100 miles or less are to be paid for full time of 26 or 27 days, \$90 per month. For fractional time they will be paid at the rate of \$3.50 per day, excepting that on the several Branch Lines below specified, they will be paid the following schedule of rates:

10. ST. LOUIS, IRON MOUNTAIN & SOUTHERN BRANCH LINES.

NAME OF BRANCH.	LENGTH OF LINE.	DAILY MILEAGE.	RATE PER MONTH.	RATE PER DAY.
Potosi.....	4	32	\$75.00	\$2.90
Jackson.....	16	64	85.00	3.25
Doniphan	20	40	85.00	3.25
White River..	42	84	85.00	3.25
Camden.....	34	68	85.00	3.25
Ft. Smith....	18.2	36.4	85.00	3.25
Warren.....	56	112	90.00	3.50

MISSOURI PACIFIC BRANCH LINES.

11. Monthly rates of pay of conductors will

remain as at present on Missouri Pacific Branches named below:

Carondelet Branch; Lebanon Branch; Jefferson City, Boonville & Lexington Division; Boonville Branch; Sedalia, Warsaw & Southern Railway; St. Louis & Emporia Division, Crete Branch; Lincoln Branch, between Weeping Water and Lincoln; Central Branch Division, between Downs and Lenora; Republican Valley Branch and Pacific Railway in Nebraska; Burr Oak Branch; South Solomon Branch and Rooks County Railroad; Kansas & Arizona Division; Great Bend Branch; Ft. Scott, Wichita & Western Railway, between Wichita and Kiowa; Denver, Memphis & Atlantic (Eastern) Division; McPherson Branch; Grouse Creek Railway; Le Roy & Caney Valley Air Line Division; Kansas Southwestern Railway.

12. For running pay trains and special passenger and excursion trains, conductors and brakemen will be paid as follows:

Conductors for runs of 125 miles or less, \$3.25 per day.

For runs of more than 125 miles, 2½ cents per mile.

Brakemen will be paid on same basis—\$2.00 per day and 1½ cents per mile.

13. On all main line local freight and mixed trains, the train crews shall consist of a conductor and three brakemen. On branch roads where the service is light, the crews shall consist of a conductor and two brakemen, excepting that on branches where the trains are heavy enough to require them, three brakemen shall be employed, at the discretion of the Division Superintendent.

OVER-TIME AND EXCESS MILEAGE.

14. Over-time will be allowed and paid to all conductors of local and through freight trains and mixed trains as follows:

On all freight runs of less than 100 miles, which runs may require more than 10 hours' time, the conductors are to be paid over-time at the uniform rate of 30 cents per hour, deducting two hours for delayed time. When the delayed time on any trip amounts to more than two hours, all over-time in excess of ten hours to be paid for at the above rate.

15. On all through freight runs of over 100 miles, conductors shall be paid three (3) cents per mile for all mileage made on each run, and in addition to actual mileage, over-time shall be paid them on a basis of ten miles per hour. For example; On a run of 150 miles, they shall be paid three cents per mile for 150 miles run, and in addition thereto, for all over-time made in excess of 15 hours, at the uniform rate of 30 cents per hour.

16. On all local freight and mixed train runs of over 100 miles, conductors shall be paid, in addition to their regular daily rates, three (3) cents

per mile for all mileage made in excess of 100 miles run, and over-time at 30 cents per hour, as above.

17. In computing over-time, no fraction of an hour less than 30 minutes shall be counted, but all over-time of 30 minutes or over and less than one hour shall be counted one hour.

18. Brakemen on all through, local and mixed freight trains will in all cases be paid for the same mileage and over-time as is paid their respective conductors.

19. No over-time will be paid to any passenger train men that are employed by the month in regular service. When they perform extra service, they will be paid for actual service rendered at their regular rates of pay.

20. Freight conductors and crews living within reasonable limits will be called for duty at all terminal or division stations (as nearly as practicable) one hour before the leaving time of their trains. The working time of all train men shall commence one hour after they sign the caller's book.

21. Any conductor who may fail to respond promptly after being called for duty, thereby delaying his train, will be punished by suspension from duty and pay for such time (not exceeding 15 days) as the Division Superintendent may determine. For a second similar offense the conductor will be liable to be discharged from the service of the company by the Division Superintendent, unless he can give a satisfactory excuse for his failure.

22. If any freight conductor is called for duty and his train is abandoned from any cause, he will be allowed pay for the actual time he is on duty at the rate of 30 cents per hour, and will be entitled to the first run out. The caller shall always have a call book, in which conductors and train men, when called, must enter their names, and also the time they are called.

23. When the freight traffic on any portion of the road is so light that all the freight crews in service are not able to make reasonable wages, a sufficient number of the crews shall be laid off (beginning with the youngest men) until the crews in service are able to make reasonable wages. Any conductors suspended from service under this rule will be given preference as brakemen, and they will retain their rights as conductors and will be replaced on their runs when the freight business requires an increase of crews.

24. Whenever a change of divisions or train runs requires a passenger or freight conductor to change his place of residence, he will be furnished free transportation for his family and household goods to his new place of residence.

25. When passenger or freight conductors

make reasonable objections to the Train Master or Division Superintendent against any brakeman under their charge, such brakeman shall be removed and assigned to other duty; or dismissed from the service, according to the circumstances.

26. All instructions given to freight or passenger conductors by Train Masters or Train Dispatchers, relative to the movement of trains or disposition of cars, will be given in train orders or in writing.

27. All Subordinate Officers, including Division Superintendents, Train Masters, Dispatchers, and also all conductors in their daily intercourse, must treat each other civilly and politely at all times.

28. Whenever passenger or freight crews are required to make dead-head trips, they shall be paid one-half regular pay rates for the class of service which requires them to make such dead-head trips.

29. Any passenger or freight conductor may be suspended from duty for a reasonable time, for any alleged misconduct, or for violation of rules or orders; and if after proper investigation, he shall be cleared of the charges made against him and is reinstated in the service of the Company, he shall be paid one-half his regular pay rates for the actual time lost while suspended from duty.

30. No passenger or freight conductor shall be discharged from the service of the Company, except for good and sufficient causes. These causes shall include intemperance, incompetency, habitual neglect of duty, violation of rules or orders, dishonesty and insubordination. For any of these causes they may be suspended by the Division Train Master, and discharged by the Division Superintendent.

31. In case any passenger or freight conductor shall consider that he is unjustly discharged from the service of the Company, he may make a written statement of his case to the Division Superintendent, and within five days after the receipt of such statement he shall be given a fair and impartial hearing in regard to the charges made against him.

32. When any conductor is detailed to attend court as a witness on the part of this Railway Company, or for other Railway Companies, he shall be paid for such service the same rates of pay for the actual time absent from duty as he would be entitled to on his regular run.

33. Passenger and freight conductors and trainmen, after a continuous service of sixteen hours or more, shall be entitled to eight hours rest, if they so desire, before they are again called for service, excepting in cases of wash-outs, wrecks or other similar emergencies.

34. At terminal or division stations where no switching engines or crews are employed, if local freight train crews are called for switching service before leaving such stations, or if they are required to do switching at such stations after they arrive at the end of their runs, they shall be paid extra for such switching service, both before and after making their runs, at the rate of 30 and 20 cents per hour for conductors and brakemen respectively, excepting as specified in the next Article.

35. On all local freight or mixed train runs, that require less than ten hours time per day, no extra switching service will be allowed or paid for until the total time used in making such runs exceeds ten hours per day.

36. The actual time made by conductors and brakemen for switching service, as above specified, shall be kept by the yard master, or, where there is no yard master, by the station agent, in a book kept for that special purpose, and all such switching time shall be returned to the division office and made up in the pay rolls for the months in which the service is rendered.

37. Whenever the crews of through or extra freight trains are required to do switching work at terminal stations, they will also be paid the above rates for such service. No fraction of an hour less than thirty minutes shall be counted; thirty minutes or over and less than one hour shall be counted one hour.

38. The proper Officers of the Railway Company will listen to any reasonable complaints made by either individual conductors or by a committee of conductors, provided proper notice is given in writing as to the subject of complaint, and a special appointment is made as to the time and place to consider the same.

39. The Division Superintendents shall fairly, equitably and promptly decide all matters referred to them by conductors, both as to their seniority in service, and also as to their assignment to train runs, or in any other reasonable matters.

40. In case any conductor shall be aggrieved by his treatment, or by any decision of the Division Superintendent, he shall have the right to appeal his case to the General Superintendent, and his decision in all such cases shall be final as between the conductor and Division Superintendent.

A. W. DICKINSON,

Gen'l Supt., Missouri Pacific Railway.

R. E. RICKER,

Gen'l Supt., St. Louis, Iron Mountain & Southern Railway.

[Approved:]

S. H. H. CLARK,

First Vice-President.

*Kansas City, Fort Scott & Memphis Rail-
Road Company.*

ASSOCIATED COMPANIES:

KANSAS CITY, CLINTON & SPRINGFIELD RY. CO.

CURRENT RIVER RAILROAD CO.

KANSAS CITY, Mo., August 26, 1890,

Commencing September 1st, 1890, and until further notice, the following schedule of wages and regulations will govern Train Men employed by the above Companies:

PASSENGER SERVICE.

MAIN LINE RUNS BETWEEN KANSAS CITY AND
MEMPHIS:

Conductors at the rate of . . .	\$125.00	per month.
Baggagemen " "	65.00	"
Brakemen " "	60.00	"
Porters " "	45.00	"

Conductors of trains 401, 402, 101, 102, 301, 302, 5 and 6 will be paid \$110 per month. Brakemen on those runs will be paid \$55.00 per month.

The current rate of wages will apply to all other passenger men, as well as to all Freight runs.

On runs of one hundred miles or less, over time will be allowed Conductors at the rate of 30 cents per hour. Brakemen 20 cents per hour on all schedule through Freights or Coal Trains which consume over ten hours to make the trip. On Way Freight runs the same rate of overtime will be allowed when the time consumed in making the trip is over twelve hours. On all through Freight runs exceeding one hundred miles, over time will be paid for all time consumed to complete the trip in excess of an average speed of ten miles per hour. On Way Freights over time will apply on time in excess of eight miles per hour. Time consumed by trainmen stopping for meals on the road will not be computed as over time.

In computing over time no fraction of an hour less than thirty minutes will be computed. Any fraction of an hour over thirty minutes will be computed as an hour.

Crews dead-heading under orders, will be paid one-half regular rates.

Crews not assigned to regular runs, will be run first in, first out.

All train men after a continuous service of sixteen hours or more, shall take eight hours rest before again leaving the terminal station in charge of a train, excepting in case of wrecks, washouts or other emergencies.

All employes will be regarded as in line of promotion, dependent upon the faithful discharge of duties, capacity for increased responsibility, suitability for particular service, and term of service.

Smoking, the use of intoxicating liquors or

visiting saloons while on duty, will be met with dismissal.

Any employe will be dismissed without a hearing in case of intoxication, insubordination and collisions.

W. W. FAGAN,
General Superintendent.

[Approved:]

GEO. H. NETTLETON,
Pres. and Gen'l Manager.

Cupola Cars.

CEDAR RAPIDS CLAIMS THE HONOR OF THEIR DISCOVERY AND APPLICATION—THE FATHER OF ALL CUPOLAS AND ITS DISCOVERY.

The cupola on the way car is a great convenience, but is not much of an architectural achievement. It has only within recent years come into general use and little effort has been made to discover the history of its creation. Unlike most contrivances for the benefit of any large number of people the way-car cupola has never been patented, and those whose lives have been made more agreeable by its advent never inquire when or by what chance the roofs of their cars conceived of the evolution that has changed their whole appearance. A *Gazette* man with nothing else to think about for a whole half hour, determined to make an exploration into this unknown field of knowledge. He was successful beyond his expectation, for while searching for the history of the invention, he ran upon the inventor. Like everything else of practical application the cupola owes its existence to chance rather than mechanical investigation. The first cupola ever used so far as revealed history is written was on a way car attached to a way freight, running between Clinton and Cedar Rapids in the fall of 1862. T. B. Watson was conductor on the run and Mr. Martin was in charge of a construction train working toward Belle Plaine. By some untoward event the caboose of Martin's train became disabled and he telegraphed in to headquarters at Clinton for permission to use Watson's caboose. This was granted and Watson after some very animated kicking was told to take a box car out of the yards, load his traps into it and run to Clinton when his train would be given a new way car. The supply of box cars at the disposal of the yard master was rather limited and the one he chose to put into commission had a ragged hole in the top perhaps two feet square. The economy of accommodating Watson and getting the car to the repair shop at the same time was an idea that should have secured the promotion of the yardmaster. However, the weather was fine, and a hole in the roof or a total absence of roof was a

matter of little moment to a railroad man so long as the old trap had wheels. After more kicking, Watson proceeded to transfer the chests, boxes and other movables from his caboose to the "side-door Pullman," being altogether careless how they were piled up. After his train pulled out for Clinton he noticed that by standing on top of the boxes his head and shoulders reached above the roof. Piling the movables in the car higher, he constructed a seat, and with his head protruding like an ostrich in a low cage, he traveled across the prairies as the sole occupant of the father of all cupolas. When he pulled into the yards at Clinton he hailed Master Mechanic Wilson with: "See here, Wilson, I want a candle box put around this hole and a window so I can watch the engine." "Weel, noo, thacht wad be a gude thing," replied the hard headed old Scot as he returned to the shops. Two way-cars chanced to be in course of construction at the time and Wilson carried out the conductor's joke by building the first cupola cars used. From an ornery looking hole in the top of a reviled box car, the cupola has grown in favor and extended its sphere until a caboose car without a "sitting room" is in bad repute among railroaders. The B. & O. put them into general use in 1865 and other roads have followed its example. The inventor will very likely never have a four-story monument nor hold down a job in a dime museum, but in his way he has done a good work. But to Cedar Rapids must be awarded the honor of sending the first "cupola car" into the world, if it was only a hole in the roof.—*Cedar Rapids Gazette*.

With all his research, the *Gazette* man did not find out that in railroad parlance, there is no such thing as a "cupola." When Watson first had his "lookout" built on top of the old "side-door Pullman," the brakemen immediately invented a name for it which has clung to it persistently, and although Webster and Worcester and possibly even the new Century dictionary know nothing about it, the proper title for the elevated "lookout" on the top of a "way-car" or "caboose" is "cupelo," and not "cupola;" if the *Gazette* scribe will consult Webster, he will at once see that the structure described there as a "cupola," does not in the least resemble a "cupelo," and while it is quite likely that its derivation was by way of mispronunciation of "cupola," it's here to stay and our friend of the *Gazette* must recognize the fact if he wishes to pass for an "old-timer."

Crooked Roads and Fast Time.

LEXINGTON, Mo., Aug. 28.—It was a jolly crowd of railroad boys holding down the tool-box at Myrick, Sunday, waiting for something to turn up, and the subject ran to crooked roads—these jerk-water lines with right of way like a Tennessee cow-path, or the career of an Alderman, or a Democratic State Treasurer.

"You have all heard of the P. D. Q. line," said Tom Bolton. "Well, that is the crookedest road in the world. Many is the time the passengers have insulted me by putting their heads out of the car window and spitting in my face."

"Look here, Tom," said Engineer Adams, "that might be all right, but it sounds strange. I was on that road, and will acknowledge that I have had rear-end collisions with my own train, but your story is overdrawn."

"Not at all," remarked Chris Walk, "because I have heard Tom often say that when he fired on that road he would make a mistake at times and throw the coal into the headlight instead of the furnace door."

"Yes," interrupted Tom, "until the company gave us crooked-handled shovels to do our work with."

"That might do on that line," broke in Eph King, "but on the Mosquak road the company had to put their furnace doors on the sides of the furnace, as the curves were so sharp that they could double the engine up like a jack-knife, and one would have to stand—"

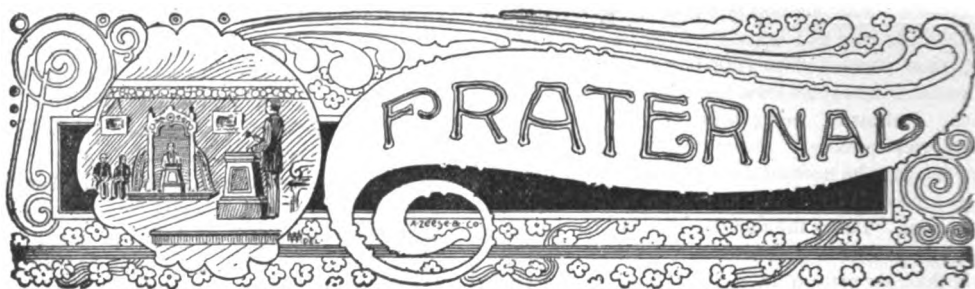
"Ring off!" shouted the crowd, for Eph is not very truthful.

"While we are on the subject," said conductor Lovett, "I must tell you of the trouble we used to have on the J. C. B. and X. At Lapaz we would have to pass a water tank three times before we got close enough to take water."

Engineer Adams said he was somewhat of a liar himself, and told how he backed up an engine so fast that the draw-bar on the cowcatcher stuck out straight and wouldn't come down.

"Backing an engine is nothing," said the colossal prevaricator, King, "but I can do the heavy running. My injectors wouldn't work one day. I acknowledge I was running fast, and I was compelled to stop to see what was the trouble. Gentlemen, believe me, I found the water all backed up at the rear end of the tank, and it was packed so hard that it had to be stirred before—"

But the crowd had fled.—*St. Louis Globe-Democrat*.



GREENSBORO, N. C., Sept. 1, 1890.

Editor Conductor.

Charlotte Division, No. 221, still lives and is true to its colors.

Despite the changes made at the last Grand Division, about which there has been so much said and written, I don't think we have any sore-heads or kickers in our division. All the members seem to be well pleased with the work of the Grand Division, and we all hope the changes made will be for the best. We have applications at every meeting for membership in the Order. Our chief, Brother Johnson, takes great delight in performing his various duties. We have a good set of officers and they are trying to make each meeting so interesting that none will want to be absent.

Our Order is a noble Order. I am proud that I belong to it, and I hope that at our next annual convention we will be able to show to the world that the O. R. C. has done such a noble and grand work, that the cry may be heard all over the land the O. R. C. is one of the noblest Orders in the world.

Our members are somewhat scattered and some of us seldom get to the meetings, but our hearts are in the work.

We are well pleased with *THE CONDUCTOR*, and wish it all the success possible.

Yours truly in P. F.,

C. B. GUTHRIE.

PHILADELPHIA, Aug 25, 1890.

Editor Railway Conductor.

Being a member of West Philadelphia Division No. 162, O. R. C., and of late working for the tyrannical company known as the Philadelphia & Reading R. R. I thought it may be of some interests for some of the Brothers on other roads to know how they treat us here, and with what respect I have been treated after serving them faithfully for fourteen years in the capacity of fireman, conductor and yard master during that time, and giving entire satisfaction as I hold papers to that effect from Superintendent, Geo. Eltz, and Sup-

erintendent, R. B. Cable. No cause or charge against me whatever, yet I was ordered by Superintendent Cable, either to quit the O. R. C. or the service of the company at once. As I claim to be an American citizen and to uphold that claim, I have chosen the latter and will stand by the O. R. C. and hunt work elsewhere. There is no just cause whatever in the action of the Philadelphia & Reading R. R. Company; it is simply done to crush all organized labor. I had to leave the service of the company on August 16, 1890. Superintendent, R. B. Cable told me personally that he was sorry to see me go but that he could do nothing for me as it was an order from headquarters, and that if I applied any where for work and required reference I should refer to him, so you can see I have done my duty. You have my consent to publish part or all of this letter if you see fit, and use my name thereto in the Journal.

I remain yours very truly,

D. T. HIRLEMAN

West Phila. Div. No. 162, O. of R. C.

Brother Hirleman and several other members have situations through the aid of Brother Pomeroy, who has been active in their behalf.

Editor Railway Conductor:

Noting the communication in *THE CONDUCTOR* of August 15th, from K. N., and believing he has so squarely struck the key note as regards bettering the Order, that I must let you know (though *THE CONDUCTOR* rarely has a chance to publish anything from this quarter) there are a few Order men down here, and I doubt not that I voice the sentiments of that few in this state, when I say, we must be put in a better position to protect ourselves, and that too, soon, or we will lose what little we have gained. System Federation is good, but what we want is the best; and it certainly cannot be considered as such so long as there can be no guarantee on our part, to any Order or Orders with whom we may desire to federate, as to our unity of action with them. Let an extra convention be called. Like K. N. I think the expense is an entirely secondary consideration when we must realize how much is at

stake and how much materially the Order will be benefitted when we can come squarely out as an Order and not as individuals, and say to Trainmen of other Orders, we desire to and will go hand in hand with them protecting labor from the many unjust abuses it has received in the past at the hands of autocratic capital. In my humble opinion it will come to this sooner or later. The Order not going into federation with the others voluntarily, will either be forced in or will die a quiet lingering death. Time is too precious and life is too short to waste in trying to pick flaws in the actions of other Orders in the past, had I the inclination, which happily I have not; prefer looking to our own interests in trying to strengthen these points where we must all admit we are weakest. Some think, should there be a general federation each Order would necessarily be subject to what might be detrimental as well as some of the arbitrary rulings of some one of the parties to the agreement, and possibly thereby be thrown into a strike where all would not be equally interested. I do not look at it in that light.

If the states of this great Union can enter into an agreement, such as is the constitution, whereby all are as completely federated as we all know they are, and yet each individual state retains its sovereignty, I cannot see why labor organizations should not become united, at least so far as the train service employees are concerned. To win we must have unity; unity of purpose in working for our moral, intellectual and financial advancement and unity of action in submitting cheerfully to the will of a legally constituted majority and pulling all together. This truly is "a consummation devoutly to be wished" and to bring about such we will, undoubtedly, in a great many instances, have to show almost unbounded charity. And charity, my Brothers, does not simply mean that a man must take a dollar out of his pocket and give it to another without receiving something in return for it! nor can I have any charity for a man whose ideas coincide exactly with mine. But to be charitable is to give willingly and cheerfully to those who are in need; and bear patiently with those whose opinions and ideas are contrary to your own. We are all certainly of one house and holy writ declares that a house divided against itself cannot stand, so let us unite, that our stand, when taken in the cause of justice and right, will be so firm it cannot be shaken.

To apply the words of a statesman when trying to bring about unity between the Farmers' Alliance and one of the present great political parties: I want to see a marriage in the Orders of train service employees. I want the O. R. C.

to be the groom and the B. of L. E. to be the bride, with as many of the others as attendants as will join the happy throng, and when the nuptial knot will have been irrevocably tied I want to see the divorce law repealed.

Yours in P. F.,

Palatka, Fla., Aug. 28, 1890.

THE.

ATCHISON, Sept. 3, 1890.

MR. EDITOR:—As it has been about a month since I wrote anything for THE CONDUCTOR, I thought it would be a good time to drop you a line in our behalf.

Now writing for a journal isn't what it is cracked up to be. Of course it is very pleasant to pick up THE CONDUCTOR and see that someone has energy enough about them to say something in behalf of Order; that is, to write it up and have it placed in the columns of THE CONDUCTOR, such as federation and the principles of federating. If each one would give his views we might all of us gain a better knowledge of it.

Now, as for myself, I am in for federation; anyhow I want to be with the gang as long as I remain a member of the Order. Some of the members can write up such subjects as "What a Conductor has to Endure," and it would make a very good dime novel, such as is sold upon our trains daily. There are not many romances happen in this country, but, nevertheless, Brother Fletcher happened to have one on his train a few days ago where there was a lady in it. Of course, there has to be a lady in a romance, or else it won't be a romance. That's all there is about it. I don't think this one could have had much of a lady in it, or at least the language she used did not sound much like that a lady would use, according to the brakeman's report. Once in a while you can take a drummer and make a romance out of him, but not a very large one. In order to make a romance out of a drummer one would have to start out something like this:

"The heavens declare the glory of God, and the drummer drummeth where he sojourneth. Day unto day he uttereth speech and night unto night he drinketh beer and other very harmless beverages.

There is no line he cannot sell, and day unto day he uttereth knowledge. He goeth into all the dark places of earth and is the greatest enlightener and civilizer on the face of the earth. He has no place to lay his head, like the Son of God. He goeth forth like a roaring lion seeking what he can devour.

He works harder mentally and physically than a preacher, and catches trains at all hours of the day and night. Yet he never gets a vacation to go to Europe or Afghanistan or Kamschatka as does a preacher annually.

The drummer is a modern invention, yet God gave Satan a big surprise when He invented him.

You take and put a stale sandwich and a glass of beer in the cylinder of the drummer and his wonderful mechanism will pulsate and vibrate for many many long hours. He will tell lies, sell goods, catch trains, make love to the girls and all that sort thing you know. Oh, I tell you it is all really very remarkable, and the quicker you newspaper men get a move on you, and get on to all these solemn facts, the better it will be for you and for the rising generation."

Now, I think this is something of a romance and would sell very rapidly by news-boys on our trains. Of course, I might say a great many more things about the drummer, but I won't this time. I don't expect you will hear any more from the old man, as he has signed a contract for one year as western correspondent for an eastern journal.

Some of our Brothers went to Herrington, Kans., to organize a new Division, No. 257. They all report a good time and lots of good material for a good Division down there on the Rock Island. It is rumored that one Brother arrived there in a Burton palace car, but I will not mention his name as he came a good distance to help organize. Some one said that Brother Kelley wanted Brother Allen to blow out the electric light when they went to bed, but Brother Allen gave him the laugh and said they would have to go down to the power house and ask the engineer to "shut her off." Well, I will have to bring my "romance" to a close.

Yours in P. F.

DAN MULDOON.

FORT SCOTT, Kans., Sept. 1. 1890.

Editor Railway Conductor:

DEAR SIR AND BRO: Enclosed, please find copy of schedule in force on the K. C. F. S. & M. R'y, which I think ought to be published in THE CONDUCTOR, with the information that it was given unasked and is an increase of pay to every man in the train service.

Main line passenger conductors were receiving \$110 per month; the brakemen \$50, and the baggagemen \$60. Branch and short run conductors were getting \$100, and their brakemen \$50. Through freight conductors and brakemen were getting on main lines an average of 3 and 2 cents per mile but were not paid any over time. Our local freight conductors receive from \$3.25 to \$3.60 per day and the brakemen from \$2.25 to \$2.60 per day, and were allowed over-time in some instances. The rates of pay now in force on this road are as good as on any roads in the country, and the company having made the advances in pay within the past year of their own accord, they should receive great credit for so doing. The management of the above roads is gaining a well deserved reputation for liberality and kind and courteous treatment of employes in all departments, as well as that of being the best equipped road west of the Mississippi. They are extending their lines in several directions and are equipping their freight engines and cars with

air and other modern improvements and will soon have the latest improved air signal (whistle) in use on all passenger trains.

Mr. Geo. H. Nettleton, president and general manager, has had the management of the road for years, and has been largely instrumental in making the road what it now is, one of the most popular lines in the country. Mr. W. W. Fagan, general superintendent of lines west of the Mississippi, is an old and well known railroad man, who has the respect and best wishes of not only the patrons but every employe of the road. Mr. H. S. Mitchell, division superintendent of main line and branches between Kansas City and Springfield, Mo., and Mr. H. W. Diggins, division superintendent of main line and branches between Springfield, Mo., and Memphis, Tenn., together with their train masters, Messrs. W. H. Ellis and R. R. Hammond, are men who are seldom equalled or surpassed in kind and courteous treatment of men in their departments, and are extremely popular.

If you see fit to dig something out of this jungle and succeed in making sense out of it, I shall be greatly obliged. Yours truly,

W. H. CHURCHILL.

Wants to "Talk Back."

Wm. P. Daniels, Editor Pro Tem, Railway Conductor,

DEAR SIR: Under the head of "Mentions," in THE RAILWAY CONDUCTOR for August 1, you acknowledge the receipt of a communication from me, on the "Sunday" question, so-called, but decline to publish the same, giving as a reason that the subject has been changed entirely to a question as to what day of the week is the Sabbath, and finally to a matter of personal abuse. The first claim I frankly admit, but the second, I deny. It does make considerable difference *where* or *how* gored, and especially in this particular instance as you very well know. Stockwell's personal attack on me, in No. 8 of THE CONDUCTOR was published without any protest whatever, but when I desire to reply to him I am refused the privilege. Of course that is easily accounted for from the fact that I am not now a member of the "original" O. R. C., having associated myself with the Independent Order of Railway Conductors. I have the satisfaction of knowing that honorably withdrew from the O. R. C., a withdrawal card signed by Secretary of Division 23 in my possession attesting that much, at least.

Being in the position of a minister in "a coward's castle," you can say what you choose, but no one has a ghost of a chance to "talk back." Yes, it does make quite a bit of difference *where* or *how* gored. Put that down where you can't get it. The consolation still remains, and I do not know how you can prevent it, that I shall send T. Stockwell a copy of the communication rejected by you. It does not seem to occur to you that there is anything wrong or abusive in what is published concerning C. S. Wheaton, Ostrander and other members of the new order. "They are none so blind, &c."

By the way, what do you think of strikes? New Central, for instance.

Yours truly,

M. SEVERANCE



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

"A DASTARDLY ATTEMPT."

One of the inseparable evils of a strike, particularly one that is at all protracted, is the opportunity given and almost invariably taken advantage of, for worthless loafers to create disturbance and thus reflect discredit upon the organization that may be interested. It is also a fact that all organizations of men and particularly of railway employes should recognize, that a protracted strike is quite likely to bring about trouble caused by the members of the interested organization. Men who have been accustomed to a busy life, when idle for any length of time, become disheartened, discouraged and often ready to do that which the mere thought of would be repulsive in ordinary times. Thus a striker who sees no prospect of a victory before him and a likelihood of being left without a situation, is likely to brood upon what he considers his wrongs and to think of revenge, and occasionally the tempter gains the ascendancy. THE CONDUCTOR believes that in the interest of those who are engaged in strikes, no strike should under ordinary circumstances be continued longer than two weeks, and it is of the opinion that in nine cases out of ten, it is folly to prolong any contest longer than a few days. In a waiting game capital has the advantage. Under ordinary circumstances, strikes that are directed by organized associations are entirely free from any violence, the organization interested generally taking a special pride in aiding to keep order and to prevent outrage and assault by irresponsible roughs who endeavor to attach themselves to any organization in time of a strike, in the sight of the public at least. After a time, however, the interest of members grows weak and they relax their efforts to control lawlessness; a feeling obtains that if damage is done by others I am not responsible and I am under no obligations to protect the property and employes of a company that will not do me justice. It is a fact that just as pickpockets and thieves mingle in a crowd or are to be found at a fire in a city, so are loafers

and thugs, including those not employed by the so-called detective agencies, attracted by a strike, in the hope that by expressing sympathy they may get a drink or may have an opportunity to create a disturbance of some kind. This is one of the things that should be guarded against particularly by any organization that authorizes a strike. From what we can learn from the press reports the New York Central strike has been remarkably free from any assaults or outrages of any kind and by any one, the knights having seemingly been careful themselves and have taken pains to prevent the bruisers from becoming connected with them. That there have been isolated cases of assault and injury is true, but in most instances the trouble has been occasioned by the irritating influence of Pinkertonism. It is reported that in one instance a member of the Order who was simply running his train when properly manned, was set upon and beaten, and if by the striking employes, it deserves condemnation, though no more deserving of censure than an attack upon any other would be, except that it is as a matter, of course, of more interest to us. If the assault was by other than the strikers, the strikers should not be blamed for it. We believe that no member of the Order has taken the place of or in any way used his influence against the knights while on the contrary, a few of them have individually joined with them. This long prelude brings us to the cause for the sermon.

The Albany dispatches of August 30th, spread abroad over the country a story of a fiendish effort on the part of the strikers to wreck the Chicago express on the Central near that place. The account in full being as follows:

ALBANY, N. Y., Aug. 30.—A dastardly attempt to wreck passenger trains was made at 2 o'clock this morning near Karners, about seven miles west of this city. By almost a miracle the Chicago express, heavily laden with passengers and going at lightning speed, was brought to a standstill within twenty feet of a pile of heavy ties and railroad iron

placed across the tracks. The tracks at this point are supposed to be guarded by Pinkerton men, but somehow the train wreckers passed the guard and laid the trap behind the shelter of one of the numerous freight trains stalled at that point. The attempt was made in a most systematic way for both the switchman and Pinkerton guard were locked up very securely in their house. At about five minutes of the time the train is due the switchman started to leave his shanty but found himself a prisoner. While trying to get out he heard the thunder of the approaching train. Suspecting danger he cried for help and then burst the door down. As he got out the train came down at a terrific speed and then for the first time the switchman saw the pile of ties on the track. He had no time to get his lantern. The Pinkerton men who had gathered got on the track and yelled. The engineer saw them, and putting on his air brakes reversed his lever and brought the train to a standstill. Very few of the 200 passengers were made aware of the danger.

A day or so later, comes a passenger on the train who says that his statement will be substantiated by five others, and says that this story of an attempt to wreck the train is false from beginning to end and that the only foundation for it is that the train was stopped at Karners on account of something wrong with the air brakes.

ALBANY, N. Y., Sept. 2.—It looks now as if the story of an attempt to wreck the east bound Chicago express near Karners Saturday morning was not founded on facts. John Bosch, a reputable citizen of this city, made a statement to-night which tends to show that no obstruction was placed on the track. Mr. Bosch, with James Mahr, Thomas Patton, Edward Walsh, Frank Fisher and Eugene Gorman, was in the forward coach of the train. When the train stopped a short distance west of Karners Mr. Bosch and his companions got off and went ahead to the locomotive to find out what was the matter. There was no obstruction on the track nor were there signs that one had been removed. There was nothing near the track that could have obstructed it. No one was excited. Some one said there had been trouble with the air brakes and no further explanation was given. Nobody said anything about any obstruction on the track.

"I am not a Knight of Labor," said Mr. Bosch, "but when I read in the papers of an attempt to wreck a train I thought it no more than right to state the facts in the case in order that unjust suspicion may be removed from those upon whom it may have fallen." Mr. Bosch says his companions are ready to corroborate his statement.

If the few individuals, made desperate by the prospect of starvation and misery before them, not only for themselves but for wives and children, are to be condemned for permitting their passions to lead them into infractions of the law, what shall be said of a great railroad company or its Pinkerton employes that will thus deliberately endeavor to fasten upon these former employes an attempt to commit murder by wrecking a train with a load of passengers? What a valorous guard these

Pinkerton men must make to be locked up in a switch shanty without knowing it? The story is an absurdity on its face and hardly needed the statement of Mr. Bosch to prove it false. The doughty Pinkertons were probably asleep in the shanty, were wakened by the unusual stopping of the train for which they could find no cause, and improved the opportunity to make heroes of themselves in their own minds, by breaking from their prison and saving a train by their lung power. A picturesque scene surely, gathered around the pile of ties on the track and emitting shrieks that reached the engineer above the roar of his own train in time for him to stop before reaching the obstruction. They must have had better voices than the one the Order lost by the recent eastern secession.

PROGRESS OF COUPLER LEGISLATION

The committee on railways and canals of the House of Representatives to whom was referred the Coffin bill, introduced in the House by Mr. Henderson of Iowa, have reported the bill recommending its passage with certain amendments made by the committee, and which to our mind bear the mark of corporate influence.

In section 1, they commence to legislate for the railways by a cunningly devised amendment that would permit the use of almost any coupler that may be called "safety" by the companies, and in section 2 they insert two words in the seventh line, (the last line as printed in the July 1st CONDUCTOR,) where not satisfied with the provision that "it shall be unlawful — to have in use — any car not equipped with the said safety couplers," they insert after the word "with" the words "one of," making it read, "any car not equipped with *one of* the said safety couplers which occasions the query as to whether it would be a compliance with the law if a company placed a safety coupler in one end of each of its cars and left the other end with the old style.

In section 3, the time limit is extended to 1897 and then by a *coup de maître* the committee proceed to nullify the whole bill by striking out section 5, leaving it without the slightest provision to enforce it if it should become a law. In effect they say to railways, please equip your stock with safety couplers and power brakes but if you don't it's all right. Any law that may be adopted by congress without some provision for compelling its enforcement and providing penalties for non-compliance, might as well be left to die in the hands of the committee. That a committee of congressmen should suppose that they can so easily hoodwink the employes of the United States by a little "taffy" in their report is not par-

ticularly to the credit of their discernment. They quote from the reports of the Inter-State Commerce Commission; from the reports of various state railway commissions; from the President's message and give in full the various resolutions and letters from the different associations of railway employes. In summing up they say that "the principal objection that can be brought against the bill is that of the cost it will be to railroads" and show that by comparison with the amount of insurance paid by the Brotherhood of Railway Trainmen for death and total disability, the brakemen sacrificed are valued at almost \$2,000,000 annually; think that it would be cheaper to equip the railways with safety appliances and say "this disposes of the money argument." Yet they deliberately sacrifice these lives by taking from the bill its entire life and value, for without a provision for enforcing it if it becomes a law it is entirely valueless. Not content with striking out this section, they go still farther to render it nugatory by adding a new section as follows:

It shall be the duty of each railway company to which this act applies to submit to the Interstate Commerce Commission a sample or description of the appliance with which it is proposed to equip the engines and cars operated by such company, and on application of any railroad company the said Interstate Commerce Commission shall fix a maximum price for any of said safety or automatic couplers and power-brakes, of which said companies shall be required to equip their cars and engines, and in the event of said approved appliances, or either, not being purchasable in market at a price not exceeding the maximum fixed by the commission, then and in that case the Interstate Commerce Commission shall certify, and such certificate may be used as evidence in the trial of any action under this act and relieve the railroad companies from penalties herein prescribed.

The farce of law-makers providing relief "from penalties herein prescribed," after carefully eliminating all penalties would be laughable were the matter a less serious one for the men interested.

In this as in the erasure of the section providing for the enforcement of the measure in case it should be passed, we find that the talk is for the employes and the acts for the corporations, but if the employes who are interested in this matter will in the interest of their wives and little ones and in the interest of their own lives and limbs, for once throw to the winds their political preferences and oppose with their votes and influence every one of those men who have thought to pacify them by a mess of pottage, they may in time learn that corporate interest is not always supreme, and that railway employes are possibly not entirely devoid of sense. The members who signed this report are H. C. McCormick, chair-

man, J. H. Sweney, Chas. S. Randall, Jno. A. Caldwell, C. A. O. McClellan, Rufus E. Lester, S. E. Payne, L. P. Featherston, William C. Wallace and P. G. Lester. We know nothing of any of them except J. H. Sweney, who was a member of the State Senate of Iowa for some time prior to his election to congress, and it is freely asserted that his record there with the exception of the last session, shows him to have been a "corporation man." His action in this matter would certainly seem to indicate that he still has no little regard for the railway company as against the employe, and the action of the committee would seem to indicate that the talk (?) of Mr. Brown and other railway officers against the bill had been of some effect.

The Budget is the title of an eight page, six column weekly that comes to us from Topeka, Kansas, bearing at its mast head the name of J. F. Daniels as editor and manager. The paper is a clean, newsy sheet, and typographically as well as otherwise, is above the standard of weekly papers. Perhaps the worst that can be said for or of it, is that its editor and manager is a relative of the writer. We will guarantee though, that he will make an interesting paper for the "Topekans," and we commend his paper to the consideration of railway employes there, and assure them that they will find *The Budget* on the side of their interests.

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The new holiday, Labor Day, was generally observed throughout the United States, and of those who who made a special effort to do it honor, none were more successful than the Elmira *Sunday Telegram*, which issued a special "Labor Day Paper," which is as commendable on the part of the publishers as it is complimentary to the men for whom it was intended.

Opening with the proposition that "the only combine that ought to be encouraged in this country is one between capital and labor" it presents as its motto: "Put the poor man in public office and the practical politician in prison." Among the portraits are General Master Workman Powderly of the K. of L., President Gompers of the A. F. of L., Ralph Beaumont and the well known "Shady Maguire." Among the many articles written specially for this issue of *The Telegram* is a poem by the latter, entitled "The Heroes of the Time." Mr. Powderly writes of "The Work of Knighthood;" Mr. Gompers has an article on "Trades Unions Defended;" Ralph Beaumont and a number of other well known labor leaders also contribute. This paper should be seen by all who are interested in the welfare of the laboring man.

SENIORITY PROMOTIONS.

It is stated that in a recent agreement between the trainmen and the Atlantic & Pacific Company, the members of the B. of R. T. and the members of the B. of R. C. opposed a clause permitting the company to hire a part of its conductors, and threatened to strike if it was insisted upon. That the brakemen should without due consideration, insist on promotions by seniority in service without regard to any other qualification or without reference to former experience on other roads is not surprising, though we believe that every reasonable brakeman will upon reflection, see the unwisdom of such a course; but that members of an organization that announced as one of its cardinal principles that "once a conductor always a conductor," should take that position is somewhat astonishing, and can only be explained by the surmise that their intent was merely to gain reputation with and the favor of the brakemen on the A. & P. Those members of the B. of R. T. who are now braking and have any ambition for the future must certainly repudiate the doctrine of absolute seniority promotions; for the brakeman who has had an experience of years on some other road, is now employed on the A. & P. and must stand back and see the latest recruit from the corn field take a train, because he has been employed by that company a few weeks or perhaps days the longest, is not fairly treated. Members of the B. of R. T. who consider the matter, know that permanency in employment as a conductor after being once promoted is more desirable than hasty promotion with the prospect of returning to the wheel when any turn of fortune may cause them to seek employment on another road. They fully appreciate the fact that to obtain for themselves the benefit of the experience they have had, they cannot support any scheme of absolute seniority promotions, and that any such inflexible rule is unjust to them and discriminates in favor of the new recruit very largely. They, as well as sensible conductors, realize that a reasonable medium between such a rule and the hiring *all* conductors, and making no promotions from the ranks of the brakemen, is what both should unitedly labor for. That this is the position of the thoughtful members of that organization, has been the experience of the members of the Order in every instance where we have acted in conjunction with the B. of R. T., and while we are not informed as to the position of their grand officers on this point, we believe the above will be indorsed by them. The settlement was made with the A. & P. company, with the clause objected to, remaining and the agreement in full will be published in our next number.

A CORRECTION.

In the last CONDUCTOR, we quoted from the Chicago Daily News, what purported to have been an interview with various railway officers in regard to honesty of conductors and among those said to have been interviewed, was Mr. H. H. Peebles, of the C. M. & St. P., who was quoted as having used language that in our opinion, deserved comment from us, though with some little knowledge of the "interviews" that are sometimes published, we prefaced criticism of what he was reported as having said with an "if." It now seems that the interview with Mr. Peebles was wholly imaginary on the part of the interviewer, and employes who have known him long and favorably say, that *he* is the last man who would use the language quoted. We are very glad of the opportunity to place the gentleman right before our readers and to further add that conductors who run into Chicago are unanimous in their expression of the character and standing of the gentleman. THE CONDUCTOR will at all times resent any attacks upon conductors if it believes them to be unfounded, and official position will never prevent it from expressing its opinions, but in defending conductors it certainly does not wish to wrong any one even unwittingly.

Mr. J. E. Morris, Grand Secretary of the Brotherhood of Telegraphers says that N. H. Kirch, who claims to be "Grand Organizer" for the Order of Railway Telegraphers claims to be in possession of the sign of recognition, answer and grip of the Order of Railway Conductors. The fact that there is no "sign of recognition and answer" would seem to indicate that Mr. Kirch draws upon his imagination slightly if he professes to possess them. If he makes such a claim or if he is, as Mr. Morris asserts, reporting members of the Brotherhood for the purpose of getting them dismissed, the sooner the O. of R. T. "fire" him the better for them. Mr. A. D. Thurston, Grand Chief Telegrapher of the O. R. T., in a letter of recent date, says that Mr. Morris' charge is unfounded, and that Mr. Kirch has made no such claims or statements. It now devolves upon Mr. Morris to substantiate his charges or acknowledge himself in error.

The citizens of Wyoming seem inclined to give recognition to railway employes in making their laws, as we note that in two instances they have placed an engineer on the legislative ticket, Dan Brees and Perry Brickford, of Albany county, the first for senator and the latter for representative. We wish them both success and have no doubt but the boys will see that they are successful. The *Railway News Reporter* gives a good portrait of each in its last issue.



Useful Shoes.

The Hollanders make so many uses of wooden shoes, one is persuaded to believe the "Old woman who lived in her shoe, and had so many children she didn't know what to do," was a Dutch *vrouw*. The children turn shoes into boats, and paint them a rich deep brown, in imitation of the large boats which sail on the river Maas. As they trim the tiny sails of their ships, and launch them upon the waters of a *sloot* to some imaginary Van Diemen's land, not to be found in a geography, they seem possessed with the same spirit which inspired the Dutch navigators of earlier days.

There are many *sloots* (which are deep ditches full of water), used both to fence and fertilize the land; so the voyage of the shoe may be a long one, and the owner of the little vessel will have abundant opportunity to indulge in dreams of future wealth to be realized "when his ship comes in."

The boats that one may see on the rivers and the coasts of Holland are not unlike the wooden shoes in shape, and the same model may originally have served for both.

The school-boy, heated by play, stops beside the nearest stream, pulls off his shoe, and fills it with water, which he drinks with as much satisfaction as if it were a delicious draught from a silver cup.

Wooden shoes are ornamental as flower pots, and many a bright flower whose roots are firmly bedded in a shoe has graced the window of some peasant's cottage—a joy to the owner, and a pleasure to the passing traveler.

They are useful as hammers, and it is not uncommon to see a *koopman* (merchant) by the way side, with a few taps of his shoe mending his cart, piled high with yellow carrots or little round Dutch cheeses, while his dogs rest in the traces.

These shoes also take the place of the obsolete birch rod of our grandmothers' days. The good *vrouw*, in her quaint cap of spotless white, with gold spiral pins, called *krullen*, placed above the ears, does not look very much like such grandmothers as we have known, but her discipline resembles theirs in severity if not in kind.

During the week, after school hours, the little girls walk along the dikes in rows, knitting; and the clatter of their shoes, to an ear unfamiliar with it, is, except that it is without military regularity, like the sound of an advancing army.

Saturday is the great cleaning day in Rijsoord, when everything is made ready for Sunday, the day of rest. The houses are scrubbed inside and out, and among the pots and kettles, are seen the wooden shoes, these, scoured snowy white, hang upon forked sticks near the doorway to dry in the wind and sun.

The morning brings the sound of *klumpen* along the dikes, and rows of people are seen walking toward the kirk. At the door they leave their shoes, like faithful servants, to await their return later, after a three hours' sermon by the dominie.

In the afternoon, the young men and women stroll up and down the Promendijk, which is the "Fifth Avenue" of the village—its general promenade and meeting place. They exchange nods and friendly greetings until sundown, when the busy week begins again, and the wooden shoes soon take on their week-day coat of tan.—From "Wooden Shoes," by Anna Page Scott, in *St. Nicholas* for September.

A Conductor's Memory.

"I know," said the conductor, as he finished counting up and lighted a cigar, "that most people consider us a hard hearted lot, but we've got to be, or at least must appear to be. A railroad company has little to do with sentiment, and a great deal to do with business. I can't afford to let people ride at my expense, and so what am I to do?"

No remedy being suggested, he smoked away in silence for two or three minutes, and then continued:

"I didn't use to have so much heart about it, always excusing myself on the plea of duty; but one night about three years ago something happened which kept my heart pretty soft every since. It was on a run out of Buffalo, and when I came to take up the fares I came across a

woman and child. She was pale-faced and thinly clad, and she had a world of trouble in her face. I saw that in a general way, but it was not my business to pity her. The child with her, a boy of seven or eight, was lying back on the seat, with her old shawl for a pillow. She offered me one full fare ticket to a point about forty miles below, but I demanded one for the boy.

"Please, sir," she said, "we are very poor, and he's only a little chap, and I'm taking him home to die."

"That was no excuse, and I plainly told her that she must pay for him or he'd have to get off. I thought she was trying to beat his way, but in that I was mistaken. It was a dark and rainy night, and she'd never have got ready to leave the train at the next stop if she'd had money to pay for the boy. I felt a bit ashamed when I saw her making ready, and it hurt me to see her lean over him and both cry together, but one of our men had been discharged only the week before for over-looking a one-legged soldier who only wanted a lift for ten miles.

"And no one offered to pay the boy's fare?"

"For a wonder, no. There was a full crowd in the car, but all seemed to look upon the pair with suspicion. I hated to put them off, and I hoping that the woman would make one more appeal and give me a show to back water, when the train ran into——, and she made ready to get off. The least I could do was to help her with the boy. I picked him up and started to follow her out, but I had scarcely taken notice of his white face, and tear-wet cheeks when he uttered a shriek of fear, straightened out in my arms, and the next instant I knew I had a corpse. Yes, sir, the life went out of him in that cry, and the mother turned on me with a look I can never forget, and cried:

"He's dead! He's dead! And you have killed him!"

"I didn't like to think of it," whispered the conductor after a long silence. "I had my month's wages in my pocket, and I gave her every dollar of it, and the passengers raised as much more, and when I left her with the dead at the next station I had done every thing I possibly could, but that didn't clear me. I had been too harsh and cold. She had told the truth, and I had doubted her. She had asked for mercy, and I had ordered her out into the night and the storm with the dying boy in her care. She has never forgiven me, and never will, and try as hard as I may I can never forgive myself."—*Louisville Times.*

All Alike—Except Conductors.

To my study by a thoroughfare where many shifting feet

Are ever going up and down the busy, crowded street,

A youthful toddler came one day, I gave him books to see

Wherein were gorgeous pictures, when he, smiling said to me:

"These things are quite amusing,

But they're hardly worth pursuing.

They soon grow very prosy and distressing to the eye;

If you think 'tis not a sin to,

I will sit here by your window

For I'm sure I'd so much rather watch

The

Girls

Go

By."

A man of five and thirty came to make a little stay,

I piled him 'bout with literature to while his time away,

But of the books I offered not a single one was read,

They seemed to hold no charm for him and presently he said:

"These things are quite amusing,

But they're hardly worth pursuing.

They soon grow very prosy and distressing to the eye;

If you think 'tis not a sin to,

I will sit here by your window

For I'm sure I'd so much rather watch

The

Girls

Go

By."

Good Grandpa Graybeard came. "Ah here," I said, "is one I know

Who'll love to meet within my books the wits of long ago,

Who'll share their mental banquet and partake of it with glee."

Imagine my complete surprise when he remarked to me:

"These things are quite amusing,

But they're hardly worth pursuing.

They soon grow very prosy and distressing to the eye;

If you think 'tis not a sin to,

I will sit here by your window,

For I'm sure I'd so much rather watch

The

Girls

Go

By."

—*Chicago Post.*

The secretary of Division No. 165 wishes to find B. R. Lemington. T. F. Tobin and John Hagerty. Who will aid him?

THE CONDUCTOR acknowledges with thanks, the receipt of papers containing an account of the Hartford Union meetings, from Brother P. H. Morrissey of the B. of R. T.

The state board of Meditation and Arbitration is investigating the New York Central strike, and have examined Webb with but little result so far as getting any information is concerned. Roger A. Pryor volunteered his services as counsel for the knights.

Railway employees will have no warmer friend in the fifty-second congress than Major Albert R. Anderson should he be elected as we hope he will be. His record in the fiftieth congress should procure for him the unanimous support of all employees.

Brother Clark desires to extend thanks to Springfield Division 206 for a complimentary invitation to their excursion and wishes to express regret for his inability to avail himself of it, joining us in the hope that it will prove successful both financially and socially.

It is said that a firm of contractors on the Denver & Rio Grande demolished almost an entire village by using over a ton of powder in a blast. No one was injured, the people having been notified to "get out," and the contractors are now engaged in rebuilding the town.

Allen Potter is no more. For some time past, Mr. Potter has been in poor health and has been for some time unable to run his train and while his friends did not expect his recovery, none supposed that the end was so near. On the 4th inst., came the messenger who released him from a world of pain. Mr. Potter was one of those who recently severed his connection with the Order, but did it in a quiet manly way and while we

regretted his decision, no word of the censure that applied to others could come to him and among the many who extend sincere sympathy to the stricken widow, there will be none more sincere than his many friends in the Order including ourselves. "God's finger touched him and he slept."

Brother T. C. Pierce has recently had the misfortune to suffer a compound fracture of the left leg and in consequence is resting now. He speaks in very flattering terms of the care and attention he receives at the hands of the Sisters of Charity of St. Joseph's Infirmary, Fort Worth, where he is located.

The train robbers have broken out again and this time in an old spot. Aug. 17th, the Mo. Pac. express was robbed at "robber's cut," near Otterville, Mo., the scene of the robbery by the James brothers in 1876. Reports of the amount secured by them range all the way from a comparatively small sum to \$50,000.

Every member of the Benefit Department should have one of our receipt files. The most convenient way ever devised to keep your assessment receipts. Will hold the receipts for two years, and costs only twenty-five cents, or you can get one free, by sending us one new subscriber to THE RAILWAY CONDUCTOR.

A division of the Order was organized at Taylor, Texas, on the 7th inst, and from present indications, many if not all of the older divisions will have to look to their laurels, or this Taylor infant will stand first when we assemble at St. Louis next spring. We acknowledge with sincerest thanks, an invitation and complimentary to the opening ball given by them on the evening of the 8th. The G. C. C. and the writer, held a little condolence meeting on our inability to be on hand and join in the mazy and partake of the hospitality for which Texas is noted, but consoled ourselves with the thought that probably Garrettson would fully represent the office and quite likely enjoy himself enough for all three.

Engine 190 in passenger service on the eastern division of the "Fort Wayne," made 10,282 miles during the month of August and was out of service by a break-down, by which she lost nearly 900 miles. This is said to be the greatest mileage that has ever been made by an engine on that road.

One of those little things that sometimes grow to big ones is a sprained ankle. Brother J. F. Patrick, of Herington, Kansas, has been laid up for two months with one. As we all know, two months without pay, is a serious matter for the average conductor and particularly so when the ordinary expenses are increased by physician's bills.

One of the most sensible utterances in the matter of the employment of Pinkertons on the slightest pretext by railway companies, that we have seen, is that of the *Rocky Mountain News* which is given in this number. It is a calm, dispassionate and impartial review of the matter and cannot but recommend itself to every thinking man.

The St. Thomas, Ontario, *Journal* thinks that Mr. Webb is occupying as large a place in the public eye at present, as did Mr. Hoxie of the Missouri Pacific a few years ago. This may be perhaps, so far as notoriety is concerned, but the brother of the son-in-law of Vanderbilt can never hold the place in public estimation that was held by Mr. Hoxie, who was well and favorably known all over the United States prior to the great strike on the Missouri Pacific.

The claim of the grievance committee of the B. of L. E. for the Atlantic system of the Southern Pacific, that an employe can use profane and abusive language while on duty and get drunk and create a public disturbance off duty, without being subject to any discipline by his employers because the rules do not specifically forbid, is one that the organization can hardly afford to endorse.

It's pretty tough for a "moss-back" to be obliged to say anything good of his political opponents, but hard as it is, we must congratulate the republican party of Missouri on its action in nominating for railway and warehouse commissioner, Brother J. K. Merrifield of St. Louis. For once we actually wish them success, and more than that, with the aid of the employes of the state, who will support J. K. regardless of political preferences, we believe they will be successful in electing their nominee for commissioner. If a resident of Missouri we would vote for Jim our-

selves, and while about it, if in Pettis county we would vote for another "black republican," who is a candidate for county clerk, and that is Harvey Smith, of Division 60. Should he be elected, Pettis county will have a good clerk and when Jim gets there Missouri will have a board of commissioners that will average with any if not lead most of them. A locomotive engineer is now a member of the board.

We are in receipt of a circular mailed from New York City by some unknown party attacking an accident association of that city. We know nothing of the merits of the matter, but if the facts are as stated, it would seem that a complaint should be made to the proper authorities. Certainly THE CONDUCTOR will not aid any anonymous party in circulating matter of this character that is probably sent out by some rival company.

If Brother N. R. Shaffer, of Division No. 103 has any regard for the happiness of the secretary of his division she will immediately send his address to Brother Mounts. There is no member of this Order who tries harder or succeeds better in filling a difficult position than the secretary of 103, and the members should take interest enough in their own welfare to keep him advised as to their whereabouts. This also applies to other members and other divisions.

The secretary of Division 53, Denison, Texas, notifies us of the sudden death of Brother B. M. Daugherty of that division, who fell from the baggage car on a T & P. train while rounding a curve at a high rate of speed, striking his head against the side of a rock cut, and being injured so severely that he died in about twenty-four hours. This then is the end for one who but this morning started out strong and vigorous, expecting soon to return to loved ones and home. Let us hope that for him it is but the opening of a door to life eternal and happiness ineffable beyond the river of death.

We do not propose to question in the least, the truth of the proverb that "the pen is mightier than the sword," but we know a proverb that is just as true, "the shears are easier than the pen" and for this reason we use them on the *Travellers' Journal*, and recommend the following to our readers with the assurance that we can say "me too" with genuine earnestness.

Any person able to answer this question will confer a great favor on the editor: Why is it that members who write to this office expecting a reply, invariably neglect to give their street address? They seem to think that because we have

it on the mail list that is enough. When your street address is not given the editor must stop writing, go to the mail room, find your state, then your city, and then hunt through the whole list of names in that lodge of yours. No other one thing causes so great a loss of time as this carelessness of our correspondence. Without exaggeration more than half the letters we receive have imperfect addresses.

Physically J. T. Marr, late P. M. at Hobsonville, Oregon, is not a large man, but like our good friend Steese, of Milwaukee, there are times when he "feels as big as anybody," and judging from a letter just received, Brother Marr has struck one of those times. He says we, (and that means wife and a little Miss, that if our recollection is correct is now about two years old) have just moved into our own home and the latch string hangs out for all friends of the fraternity. Brother Marr may rest assured that his castle will be assailed should we ever get to Oakland.

A private message from Pueblo brings to us the sad news of the death, on Sept. 1st, of Brother A. K. Waddell. By his death, a wife loses a kind and loving husband, the Order a faithful member, Division 36 one of its staunchest supporters and Pueblo a good citizen. A warm personal friendship with Brother Waddell gave us something of an insight into the noble qualities of the man and taught us to respect and honor, as well as to love him. Peace to his ashes. He has fought a good fight and kept the faith and ere now has heard the welcome mandate, "Well done good and faithful servant."

The funeral of the late P. J. Gaynor, of 515 North Lincoln avenue, Scranton, Pa., took place yesterday morning at 9 o'clock. At 9:30 the remains, followed by a large cortege of relatives and friends, were borne to St. Patrick's church, where a solemn high mass of requiem was celebrated by Rev. J. B. Whelan with Father Bergen as Deacon and Winters as sub-deacon. The full church choir were present, also Mrs. Wymbs and Miss Brown who sang solos. Pall-bearers were P. F. Duffey, John J. Murphy, Felander Sillsby, J. J. O'Hara, C. L. Weidner and Samuel Koener; flower bearer, J. J. Farrell. The many floral tokens of love and respect included a handsome pillow which bore the inscription, "Father," and a large cross. The deceased was 54 years old. 38 years of his life was spent in Scranton. He worked on the construction of the D., L. & W. railroad. He was conductor on the main line of the D. L. & W. and Bloomsburg Division for fourteen years. He

watched Scranton street crossing and tended switches there. For the past five years he was in milk business. He was a member of Division 12, Order Railway Conductors, a delegation of which attended the funeral and acted as pall bearers. He leaves a wife and eleven children; six girls and five boys.

During the difficulty on the Central road, the freight men on the B. & A. have been forced to be idle most of the time, except the crews of regular and local freights, and when pay day came around there was not enough money in some cases to settle their board bills, so they appointed a committee to wait upon Mr. Gallup, the superintendent, who gave orders that the men enforced to be idle should be paid regular wages, with the conditions that they report themselves at the office every day for orders. If all roads had such a head, less growling and striking would be the result.—*New York Dispatch*.

It is stated, on good authority, that the bolting Grand Conductor, C. S. Wheaton, of the I. O. R. C., has severed his connection with the new Order. This is his own statement. Wheaton was the organizer and leader of the Independents. He was opposed to the elimination of the strike clause from the constitution, but it was carried at the annual convention in Rochester last May. A number of the eastern members followed in the wake of Wheaton, and a short time ago the CONDUCTORS' MONTHLY contained a series of charges against Wheaton, penned by the Grand Secretary of the original organization. He did not answer them in a direct way, and his resignation at this time is rather suggestive.—*New York Dispatch*.

A difficulty has arisen between the B. of R. T. on the Pacific system of the Southern Pacific, and the Division of the B. of R. C. at Oakland. It is charged by the general grievance committee of the former organization, that the members of the B. of R. C. at Oakland, through jealousy merely, have caused the discontinuance of what promised to be satisfactory negotiations with the company, and prefer to prevent anything being accomplished by the B. of R. T. because they will not get any credit for it. If this spirit has been manifested by any of its members they are open to criticism, though it is but fair to add that so far as we know, they have acted without the knowledge or sanction of their grand officers. An account of the trouble from the *San Francisco Chronicle* appears in this number, and if this account is correct, it would seem that the charge of the B. of R. T. is well founded.

Brother A. C. Dudley, formerly employed on the B. C. R. & N. and now located at Trenton, Mo., lost a thumb a few weeks ago causing him to lose considerable time. Hardly had he resumed work when another stroke of misfortune caught him in the shape this time of a stroke of lightning which struck his house on the night of August 13th, stunning his wife and two children so that they barely revived in time to escape burning with the house. It was a narrow escape and as it was they lost everything including clothing, Brother Dudley being away at the time saved the suit he wore and his lunch pail. Brother Dudley has many friends here and in the east, who will be glad to learn that his family escaped, but regret his loss.

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Every body who has ever been in the Union depot at St. Louis knows Tom Riley, but it's now in order to say "Mister." He has lately been appointed assistant general superintendent of the St. Louis, Kanas City & Colorado railroad, and if he, with his experience, don't fill the bill, promotions from the ranks of conductors will be a failure. Brother Riley is a member of Division No. 30, and for lo, these many moons has run a train on the Frisco between St. Louis and Springfield. He is one of the kind that promotion don't hurt though, and while so far as his duties as an officer of the company go, he will be superintendent, he will still be the same genial Tom to his friends, and they are legion. A St. Louis paper says "no appointment that has been made for several years has met with such universal approval by railroad men."

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A St. Louis dispatch tells of the experience of an express messenger with a wild cat on the Chicago & Alton, as follows: "About an hour out of Kansas City, while Express Messenger Taylor was busy in the end of the car, he heard a cracking noise, and turning saw the larger of the two wild cats coming out of the cage, the slats of which had been gnawed apart. Taylor seized a tarpaulin just in time, for the gray belly of the animal was dragging on the floor and an instant later came the spring. The wild cat struck the tarpaulin with such force as almost to knock the messenger down, but he recovered himself and struck the wild cat a fearful kick through the tarpaulin, in which its claws had caught. For some reason the second wild cat remained in the cage, or else Taylor would certainly have been torn to pieces. As it was he kept his back to the side of the car and fought. He knew that no help could reach him. The train was running and his car was locked to prevent robbery and he did not again did the wild cat spring.

would get it covered with the tarpaulin and then before it could get away he would kick the snarling, snapping beast beneath the tarpaulin with all his power. Finally the kicks began to tell and at last the wild cat no longer sprang at him but crouched upon the floor. Seizing his chance Taylor grasped a piece of gas pipe and protecting himself with the tarpaulin he attacked the animal. It turned arid with two jumps regained its cage and companion. Taylor stood guard over the cage with the gas pipe until the train stopped when he sprang from the car and gave the alarm. The animals were soon secured and safely caged.

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There is war between the engineers and firemen employed on the Southern Pacific road at San Antonio, Texas. The trouble dates from last fall when a fireman named Ritchie was promoted to be a passenger engineer. The engineers objected to his promotion and demand his removal, claiming that one of their number should have been given the place. This the road has refused to do and the engineers have sent a committee to San Francisco to confer with the officials of the Brotherhood of Locomotive Engineers. The Brotherhood of Locomotive Firemen, or the members of that order employed on the Southern Pacific have decided to stand by Ritchie, and will also send a committee to San Francisco to look after their side of the case. If the engineers are sustained by the brotherhood it is said that they will strike unless Ritchie is removed.—*Kansas Age*.

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Many of those who attended the last Grand Division will remember that A. D. Potter of Denver Division, No. 44, arrived at Rochester a week or ten days in advance of the rest, engaged all the rooms in the Livingston Hotel, borrowed a little cash from the clerks, made the acquaintance of several merchants who are yet waiting for him to call again, and finally left without bidding either Pierce or Harman farewell. Potter was at Crestline August 29th, and procured cash on some check that those who confidently accepted yet had to remember him by. He has passed over to L. S. & M. S. and claims to be a Knight Templar is about 45 years of age, dark complexion, and probably it is needless to say, is a "slick talker." Don't buy his checks nor contribute in any other way to his support. He is not a member of the Order.

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After four years in the service of "Uncle Sam" as a special agent of the post office department and some experience as a Denver merchant, A. D. Frederick returns to railway service again. He has just been appointed train master of the

New Mexico division of the Union Pacific system with office at Trinidad, Colorado. Many old friends of his in this neck o'woods will be glad to hear of his welfare. In "auld lang syne" when Porter was yard master for the Northwestern at this place and the writer was running on the B. C. R., we used to skirmish occasionally for the "cut-off" to the depot, and once in a long time the engines would stand facing each other so near the frog that neither could pass while the "compliments of the season" were exchanged. Later on, Porter ran the train vacated by the writer to endeavor to fill his present position, but of the past that's gone beyond recall, there remains only pleasant memories of a warm friendship that will last through life.

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The electric headlight placed on one of the passenger engines of the Columbus, Hocking Valley & Toledo railroad company several months ago has been used with satisfactory results. Master Mechanic Miller says the machinery operating the headlight has not required any adjustment or repair since it was put in place. Mr. Miller regards the electric headlight a complete success and likely to come into general use in the near future. It has not yet been decided whether the passenger engines of the Columbus, Hocking Valley & Toledo railroad will be equipped with the headlight, but it is safe to say President Waite will give the matter a careful consideration. The headlight has been adopted by several of the northwestern roads and is being given a trial on a number of large lines. The Pennsylvania railroad offered a large price of the exclusive right to use the headlight on its own locomotives, but the inventor preferred to give the public instead of a single corporation the benefit of it.—*Ohio State Journal*.

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It is generally conceded that the strike of the N. Y. C. and H. R. R. R. employes is over, and as a natural sequence, disastrous to some men. It was confidently expected that more than moral support would be tendered the men who were out by the Federation of Railway Employes, but the tangible support failed to materialize, and in consequence, among some organizations a deep and bitter feeling is the result. There is no fault found by any of the men connected with the K. of L. in regard to the action of the Federation; that is, not openly; but it's a kind of "wait and see" feeling. If the chance presents itself the men of the K. of L. will strike back; and so it will be right along, a sort of shuttlecock arrangement,

with the men the sufferers. Beyond the fact that men see the necessity for organization, strikes are productive of evil. Arbitration is the proper solution of this difficulty, ought to be the means adopted to bring differences to a speedy adjustment, and the quicker both men and employes recognize that fact the better it will be for all concerned.—*New York Dispatch*.

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A little party of three had enjoyed a summer vacation to the utmost and were on the way home to resume the usual avocations and one of the party, fatigued by anticipations of coming labor, fell asleep; a comrade quietly appropriated the return ticket of the sleeper and soon after the two waking ones disturbed the peaceful dreams of the tired wanderer by a vigorous hunt for tickets in anticipation of the coming of the captain of the train. A hasty search failing to discover Tom's ticket he became thoroughly awakened by the gravity of the situation, several hundred miles from home, no money and ticket gone. Giving up the fruitless search finally, he appealed to his companions for enough cash to pay his fare, but both had enjoyed the outing so thoroughly that not enough remained between the three to make the necessary amount; the difficulties were further increased by the assumed fact, that the two friends had seen the conductor and discovered him to be a man to whom it would be useless to appeal for either charity or time, and as the only way out of the dilemma, it was decided that the man without a ticket should get down on the floor and the friends turned the backs of two seats together over him; it was hoped that in the dim light of the early morning he might escape the eagle eye of the watchful conductor. Our unfortunate friend occupied this somewhat uncomfortable position for what seemed to him an eternity, but finally had the extreme pleasure of listening to the following conversation between the conductor and one of the disinterested friends who had suggested the expedient by which Tom was to "beat" the captain.

Conductor.—You have given me three tickets.

Disinterested friend.—Yes, I know it, there are three of us.

C.—Where's the other?

D. F.—Oh, he's down on the floor between the seats. (Pointing him out.)

C.—What in blazes is he down there for?

D. F.—Oh, he prefers to ride that way?

Then ensued a tableau; bribes were promised and secrecy sworn, but the conductor must have told.



WHEREAS, It has pleased the Supreme Ruler of the universe to call from his labors, suddenly, our Brother, James Donlin. And

WHEREAS, While we bow with resignation to the decree that has taken our Brother from his family and our fraternity; be it

Resolved, That in the death of Brother James Donlin, the Order of Railway Conductors has lost one of its brightest members and the community a good citizen.

Resolved, That we tender to the family of our late Brother our warmest sympathy in their sad bereavement, and sincerely join with them in mourning the loss of their father and our friend and Brother.

Resolved, That a copy of these resolutions be furnished to the family; also a copy for publication.

GEO. R. HOLMES, }
S. F. LYTLE, } Committee.
C. H. PETERS, }

HALL OF JOHN MCCONNIFF, DIVISION NO. }
246, ORDER OF RAILWAY CONDUCTORS, }
WYMORE, NEB., AUGUST, 24, 1890. }

At a regular meeting, held on Sunday, August 24, 1890, The following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God to remove from our midst Brother John A. Johnson, who was killed while in the discharge of his duty, August 15, 1890; be it

Resolved, That in the death of Brother Johnson, Division No. 246 has lost one of its most worthy members; the company an efficient conductor, and his wife and children a kind, loving husband and father. And

Resolved, That we deplore his sudden death with unfeigned sorrow, and extend to his widow and children our heartfelt sympathy and condolence in their irreparable loss.

Resolved, That we appreciate the kindness of our officers in furnishing a special train to bring Brother Johnson's body from St. Joseph to his home in this city. Be it

Resolved, That our charter be draped for thirty days as a token of respect for our deceased Brother. Be it further

Resolved, That a copy of these resolutions be published in THE CONDUCTOR; also in the city

papers, and a copy be sent to the family of our deceased Brother.

CHAS. H. SAGE, }
H. B. ROBINSON, } Committee.
CHAS. CHRISTIE, }

At a regular meeting of West Philadelphia Division No. 162, Order of Railway Conductors, held Aug. 17, 1890, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst our late Brother, Thomas R. Moon; and

WHEREAS, It is but just that a fitting recognition of his many virtues should be had; therefore be it

Resolved, By West Philadelphia Division No. 162, that while we bow with humble submission to the will of the Most High, we do not the less mourn for our Brother who has been taken from among us.

Resolved, That in the death of Brother Thomas R. Moon this Division laments the loss of a Brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the Order, and a true member, whose utmost endeavors were exerted for its welfare and prosperity; a friend and companion who was dear to us all; a citizen whose upright and noble life was a standard of emulation to his fellows.

Resolved, That while submitting with human patience to the will which has deprived us of his presence in a way we cannot question, we deeply feel the absence of one who has been so long among us, and by his many noble qualities had become dear to us.

Resolved, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our calling should make us more firmly united by those ties of friendship which bind us together.

Resolved, That our hopes extend beyond this life for happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing.

Resolved, That to his bereaved wife and children our sincere sympathy extends more especially in consideration of the sudden manner of his removal.

Resolved, That a copy of these resolutions be sent to the wife and children of Brother Moon, recorded in the records of the Division, and published in THE CONDUCTOR, and that the charter of Division 162, O. of R. C. be draped in mourning for sixty days.

JOS. WHITE, }
FREMEN STACKHOUSE, } Committee.
T. J. MEEKINS, }

THE RAILWAY CONDUCTOR.

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NO. 19.



"DOING TIME" ON THE BRANCH.

BY E. B. PERRY.

The longest-to-be-remembered year of my life was spent in the employ of the Michigan Central Railroad Company. In 1873 I was forward brakeman on one of the company's freight trains, and at the time of which I write was employed on the western division of the road, with headquarters at Michigan City, Ind. A day's work with our crew consisted of the run from this point to Chicago and return each twenty-four hours, for which service I received the munificent salary of forty-five dollars a month. But I was somewhat romantically inclined in those younger days of mine, and the pleasurable excitement derived from "a life on the rail" seemed ample compensation for anything in the way of meager pay.

The company owned or operated the Jackson, Lansing and Saginaw railroad, the northern extension of which was then in process of construction through the heart of the vast wilderness which stretched unbroken by scarce a settlement, from Bay City to the Straits of Mackinaw. A small village named Welch, some seventy or eighty miles north of Bay City, was the terminus of freight and passenger traffic, though the line was built a considerable distance northward of this point. The region of country traversed by this road

was lonely and desolate in the extreme. Once in each eight or ten miles a logging camp, with "store" attachments for the sale of lumbermen's supplies, would in a manner relieve the monotony of the seemingly endless forest of gigantic pines which stretched away in the distance and from every point of the compass. It was the next thing to impossible for the company to induce men to stay for any great length of time in this inhospitable desert, despite the triple allowance of wages paid. Hot weather came on, and so frequent were resignations and desertions from the "Branch," as the road was termed by us "main-liners," that heroic measures were resorted to by the company to re-enforce the depleted force of "Branch" trainmen, and the five men comprising our crew were, I believe, the first victims of the novel expedient.

We were returning one night from Chicago to Michigan City, the end of our run. We were over eight hours late, owing to a "wash-out" a short distance east of Chicago, which had delayed all trains on that end of the line. This, together with the fact that none of us had slept a wink the previous night, combined to make us feel not only irritable and careless but sleepy as well.

We approached the junction of the "Joliet cut-off" at Lake Station at a moderate rate of speed, came to a full stop as required, and then proceeded onward. The road here was a dead level, and I was in the habit of remaining in the engine instead of going back over the train to set the brakes, as was customary at stopping places where the road was up or down grade.

I have always believed the engineer was asleep during this part of the performance, and that he simply acted automatically in stopping and starting the train. You see, he was used to it; had, in fact, performed the same identical act at the same identical spot once each day for years, and, in his drowsy condition of mind and body, was scarcely more animate than the big locomotive beneath his feet. Be this as it may, the fact remains that he crashed into a car of live stock which formed part of a train which had just arrived from Joliet via the "cut-off." I shall not attempt to depict the scenes of the next two hours. They were laid amid splintered cars and broken, twisted machinery, and set to the music of hissing steam, dark-blue profanity and the frantic bellowing of maimed and mangled Texas steers. The debris was finally removed from the track, and another engine towed our battered outfit to Michigan City.

The day following the accident we were ordered to report in a body to the Division Superintendent, a chronic old dyspeptic named Moran. We responded, and not without considerable anxious speculation as to the fate awaiting us. After adjusting his "specs" and glaring at each one of us in turn, he began questioning us as to the cause of the accident. Each question and its answer was taken down in writing by a subordinate, and the investigation consumed the greater part of the day. At its close we were dismissed with the injunction that we report to the office the following morning. We complied, and were told by Moran that after careful consideration of the matter he had concluded that we were each and all of us guilty of gross carelessness and negligence. He then, after berating us for about fifteen minutes, bade us choose between two evils: Either discharge from the company's service or three months at running a log train on the "Branch."

My partner, the rear brakeman, chose the former as the more preferable mode of

punishment. The conductor, engineer, fireman and myself accepted the latter alternative, and next day we were sent to Jackson, thence to East Saginaw, where we were placed in charge of a train and started northward. Our division extended from East Saginaw to Welch, and our train was so timed that our nights were spent at the latter place. The hotel was conducted by a big, double-jointed, red-shirted Canadian named McCoy. It was a rough board structure, the lower story being divided into four rooms, viz. bar-room, dining-room, kitchen and family sleeping-room. The upper story was guiltless of division or partition of any kind, and contained some forty or more "bunks" for sleeping purposes. The room was, not inaptly, christened by its occupants "the morgue." Lumbermen, railroad men and teamsters were the principal guests of this primitive hostelry, and the effects of copious "jags" of vile whiskey from the bar-room was marked by brawls which averaged at least two each night.

But the agonizing feature of our life in that wilderness of pine and sand was the mosquito. These insufferable pests swarmed by millions into every nook and corner of the building. They thrust their bills into the quivering flesh of their victims through woolen blankets a quarter of an inch in thickness. They deluged the air above and the earth beneath, and from their merciless attacks there was no escape. The only moments of partial relief for us was when the train was in motion. The moment a stop was made we were compelled to tie about our face a sort of oil-cloth cap which we carried for that purpose. And there was, also, a peculiar sort of insect known as the "sand-fly," so small as to be scarcely discernable with the naked eye; but what they lacked in size was thrice made up in vigor. They were never idle, and their plan of attack was eminently successful. The hair and beard seemed to be their favorite stamping grounds, and from these points of vantage they fairly reveled in human gore.

I endured the sickening torment for a trifle over five weeks—not quite half my sentence—and then one hot afternoon I asked permission to go to Lansing "to see a sick sister." It was grudgingly granted, and I went to return no more forever.

A couple of weeks after that I met the fireman in Chicago. He, too, had succumbed and his face resembled that of one

suffering in the last throes of the barber's itch. He informed me that the conductor and engineer would endeavor to "do full time" on the "Branch" rather than lose their positions with the company. I have never seen one of them since, though I have often wondered if it were possible for civilized white men to remain in that miniature shoe for three months and still preserve the semblance of sanity.—*Sioux City Times.*

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*Grand Annual Excursion and Picnic of
Div. 242.*

A GRAND SUCCESS IN EVERY PARTICULAR—A
LARGE NUMBER IN ATTENDANCE—A
A GOOD PROGRAMME OF SPORTS.

The second annual demonstration of the Nipissing Division, Order of Railway Conductors, was even more successful than the one held by them last year. The weather was not as fine as might be expected, a drizzling rain having fallen from early morning till about ten o'clock in the forenoon, and though it stopped then dark ominous clouds still hung over the town and far out on the lake, continually threatening a downpour.

The town was well decorated with arches and bunting and wore an altogether holiday appearance. Though there are more hotels than are usually found in places the size of North Bay, large numbers of the excursionists found it impossible to secure accommodation. From Pembroke alone there were about two hundred and fifty excursionists and the other stations turned out goodly numbers, the larger number being attracted by the lacrosse match between the Pembroke and Barrie teams which was to be played off, they having played a draw last year.

The Conductors were determined from the first to make the demonstration a success, and did not fail to advertise thoroughly along the line and best of all they advertised nothing that they did not carry out so far as lay in their power.

By one o'clock the procession, composed of the North Bay and Sudbury Bands, the Berry and Pembroke Lacrosse teams, and the North Bay and Sault Ste. Marie Base Ball teams formed at the Pacific Hotel and marched through the town to Lake View Park on the banks of Lake Nipissing. The park, if properly fitted up, would be admirably fitted for the purpose, but as it is, for good lacrosse the ground is too rough and the sod seems rather soft.

When the crowd to the extent of about 3,000 had succeeded in gaining admittance the lacrosse match was called. Mr. James Barrett, of Ottawa, having been agreed upon as referee, while Messrs. Wilkinson and J. C. Stewart were chosen as umpires. The teams lined up as follows:—

BARRIE.		PEMBROKE.	
McCurry.....	Goal.....	W. McKay	
Penson.....	Point.....	Williams	
Lennox, J.....	Cover Point.....	Mulligan	
Patterson.....	Defence Field.....	Irving	
Vansickle....	do.....	Bonner	
Hunter.....	do.....	Supple	
Burton.....	Center Field.....	Halpenny	
Burns.....	Home Field.....	Reynolds	
Moore.....	do.....	Bailley	
Lennox.....	do.....	Carleton	
Smith.....	Outside Home.....	McKay, A.	
More, J.....	Inside Home.....	Airth	
Sidsworth.....	Captains.....	McKay, M.	

At 20 minutes to 3 the ball was forced by Halpenny and Burton and Billy got it down on the Barry goals in an instant. Here the rubber hovered, presaging illluck to Barry for a time, when by dint of hard play the Western boys succeeded in getting the ball to the other end of the field. It was however but a momentary advantage. It was soon returned and returned to stay, till after 12 minutes close and exciting play the sphere was kicked through from a scramble by Supple, and the first game was scored for Pembroke.

2nd Game.—When this game had been started many realized that Barrie was altogether out of it, yet the more sanguinary Westerners were still hopeful of an awakening from the lethargy. It was hoping against hope, for Halpenny again proved too fast for Burton and had the rubber on the Barrie flags in a moment from the start. Three times during this game did the ball come down to the Pembroke defence, once to Mulligan and twice to Irving. During the rest of the game the Pembroke home and Barrie defence had the ball to themselves, till at length A. McKay secured the game for Pembroke in eight minutes.

3rd Game.—This time Halpenny did not secure and things from the start looked well for Barrie. But alas their fond delusion was soon vanquished, for though Supple had forgotten that they had changed goals, the Pembroke home players had secured the ball and tried for goal. McCurry made a clever stop, but before he could recover his balance Airth had

scored for Pembroke. Time, 3 minutes.

4th Game.—If at any time the Barrie's were in the contest it was in this game. They secured the ball from the face and immediately got it down on the Pembroke flags, and for the next five minutes the Pembroke defense was compelled to play lacrosse for all they were worth and by doing so they succeeded in giving A. McKay a chance to try, which, however, was cleverly stopped by McCurry. Though McCurry stopped the ball he did not have time to send it out, and consequently the defense was thrown into a bit of hard labor, and more than once did McCurry's excellent play in goal count for the Barrie boys. At length the sphere travelled down, but Mulligan sent it back again, when Vansickle secured, and after some very artful dodging, by which he passed four men, he lost to Halpenny, who sent it hot upon the flags. A. McKay secured it and being tightly checked passed to Airth, who made a wide try. McCurry secured it and put it for the time out of danger. Soon however Mulligan had returned it to A. McKay and he tried and was again wide. The ball having gone over the ropes a scratch behind the Barrie goals was in order. Airth secured the rubber from the scratch, who tossed to Reynolds who scored for Pembroke after 20 minutes' hard play.

Fifth game—The Barrie contingent had again received a ray of hope, but it was a hope only of not being whitewashed. The Pembroke team had the advantage from the face off, and seldom did the ball pass centrefield. A. McKay scored for Pembroke after seven minutes' play.

Sixth Game—There was still 20 minutes to play. The Barrie boys were now thoroughly disheartened but they were determined on scoring one game at any rate. Halpenny again secured the scratch and sent the rubber down on the Barrie goal. The defense got it out, however, by as pretty a piece of team play as would be seen on any field in Canada. Their play however was ineffectual. Though the defense was playing a strong, determined game of good lacrosse, the Barrie home was weak. The improvement in the Barrie defence is patent when after the lapse of the 20 minutes no game had been scored. It is noteworthy that during the whole of the game not one unpleasant word was uttered among the contestants, and not a single objection was raised to

any decision of either the umpires or referee. Dr. McKay, the genial captain of the Pembroke team, brought home with him the trophy, which is now on exhibition in the confectionary window of Mrs. R. A. Denison.

Immediately after the lacrosse match the base ball match between Sault Ste. Marie and North Bay was called, Messrs. Saunders, of Sault Ste. Marie, and Sanderson, of Pembroke, having been selected as umpires. They, however, played but two innings each, when the rain began again, and so put a stop to the sports for the day. The score then stood 4 to 2 in favor of North Bay.

In the meantime the sporting committee had been hustling the sporting athletes and the following events were carried out:

One hundred yards race—1st Whalley, Almonte; and Broughton, Orillia; 3rd Towers, Sault Ste. Marie.

Trainman's Race—1st H. Wilkinson, 2nd J. Nidds, 3rd A. Torrance.

Running Long Jump—1st Whalley, 2nd Wilkinson 3rd Donnelly.

Running Hop, Step and Jump—1st Whalley, 2nd Donnelly.

The La Belle Brothers in their graceful slack wire performance were no small part of the attractions of the day, and everybody was highly delighted with the ease and confidence with which they performed the most difficult feats. The Rinaldo Brothers were very good in their acrobatic feats, considering the condition of the ground which was wet and slippery, and apt to produce forebodings of disaster to an acrobat.

In the voting contest Miss Tess Mackey was the winner. Miss Mackey may well be complimented on securing such a victory. The contest was for a handsome gold watch, and the contestants procured about \$700 as a result of their canvass.

In the evening a grand ball was held in Victoria Hall, which was gaily decorated with Chinese lanterns, bannerettes and bunting. A large number of guests assembled, there being at least 75 couples among the notables being Mr. Mrs. and the Misses Doran, of North Bay, Thomas Reynolds, Esq., D. J. McEwan, Esq., G. J. Jury, Ass't Supt., and Mr. and Mrs. Ferguson, of Sudbury. The floor was under the management of Prof. McGregor, of Ottawa, and he clearly demonstrated that he had lost none of his old time ability or tact. Prof. Barrett's excellent or-

chestra dispersed the strains to which the guests tripped the light fantastic and they may well be complimented on their ability to play music that is music.—*Pembroke Observer*.

Where Drink Is Outlawed.

The business of operating railroad trains, with its tremendous responsibilities of property and life, requires a clear head and a steady hand. These are not compatible with the use of strong drink. The presidents, managers and superintendents of railroads, alert, bright business men, the farthest removed from the usual conception of a one-idea fanatic or temperance crank, generally realize this fact. While it has been known in a general way that some of the railroads prohibited their employes drinking, the universality of the inhibition will be a surprise to many newspaper readers. The *New York Independent* addressed a letter of inquiry on this subject to the various railway officers of the country. Replies were received from seventy high officials—presidents, vice-presidents, general managers and superintendents—of as many companies. The answers were practically to one effect—the drinking of intoxicants by employes is either prohibited by practice or by expressed rule—in the large majority of cases by both.

James T. Furber, vice-president of the Boston and Maine railroad, does not regard it as necessary to publish orders in regard to sobriety more than it would be to publish anew the commandment, "Thou shalt not steal;" for "it is understood by everyone that any misconduct insures immediate dismissal, and in no event is reinstatement made."

H. G. Young, vice-president of the Delaware and Hudson Canal company, says the general rule is that "no person in the employ of this company will be allowed to use intoxicating liquors as a beverage while on duty." He says that "practically this rule has a much wider application and significance, as we do not retain in our employ anybody known to use intoxicating liquors whether on or off duty."

J. H. Olhausen, general superintendent of the Central Railroad of New Jersey reports the following rule on his road, and that it is rigidly enforced:

As the habitual use of intoxicating liquors is incompatible with the duties of

railroad employes, those who abstain from their use will be more favorably considered for promotion. The use of such liquors by employes on duty is positively forbidden, and the penalty for disregard of this order is dismissal from the service.

The Philadelphia and Reading road has identically the same order as that just quoted.

The Atchison, Topeka and Santa Fe has a published order that "drinking when on duty or frequenting saloons will not be tolerated."

"Intoxication or the use of intoxicating liquors" is sufficient cause for dismissal on the Lake Erie and Western railroad.

The use of intoxicating liquors by trainmen is prohibited by state law in Vermont, and the Central Vermont railroad supplements the law by the rule that "preference will be given to employes who abstain entirely from its use."

Wm Tinkham, president of the Providence and Springfield railroad, says: "I do not employ any drinking men on the road."

The Missouri Pacific prohibits the use of intoxicants while on duty, and orders the dismissal of men who habitually use them on or off duty. Beer is specified as an intoxicant in the rules "for the reason that a great many people do not consider it so."

This prohibition of the drink habit by railroads is, so far as this great interest can go in that direction, a declaration of outlawry against the saloon, for it is a discountenancing of its product and a blow at its support. There can be no doubt that everyone, without exception, who trusts life and limb on a railroad train is glad that these rules exist and hope for their strict enforcement.—*Sioux City Journal*.

Twenty Drunkards.

Last year a party of twenty Drunkards was enroute to the general conference, via St. Louis, says the *Nashville American*. No agent accompanied them, and a telegram was sent to Union Depot Passenger Agent Bonner to "meet twenty Drunkards."

The religious education of the telegraph operator who received the message had been neglected. He had never heard of the Drunkards, and, supposing a mistake had been made, he just inserted the letter "r," and when Bonner received the message it read: "Meet No. 4. Twenty drunkards aboard look after them."

Bonner was somewhat taken aback. He did not know but that an inebriate asylum had broken loose, but any way prompt action was necessary. The twenty drunkards must be desperate men or the dispatch would not have been sent, and murder might have been committed on the road.

Bonner posted off to police headquarters, and his story did not lose in the telling. The chief of police, alive to the exigencies of the situation, made a special detail of ten policemen and a patrol wagon.

The policemen were drawn up in a line at the depot, and intense excitement prevailed among the numerous depot loungers, a rumor having gained currency that a desperate band of train robbers was on the incoming train.

In due time the train arrived, but no party of roystering drunkards alighted. The party on the train was composed of several pious looking gentlemen with broad-brimmed hats who stood around as though expecting some one.

Bonner approached one of them and said interrogatively:

"Had any trouble on the road?"

"No, brother," said the gentleman, "none that I know of. And now I'll ask you a question: Do you know a gentleman named Bonner?"

"Yes, I am Mr. Bonner," was the answer.

"Well, these brethren and myself are Dunkards, and you were to meet us and put us on the right train. Didn't you get a telegram?"

Bonner was completely done for. He excused himself, and, calling the sergeant of police aside, he told him that it was all a mistake and he and his men could go back to headquarters. Then he disposed of his religious friends, went around and cussed out the telegraph operator, after which he had to "set 'em up" for the whole police force on the promise to keep mum.

The Way It Works.

The way it works in New England is told by the *New York Standard* as follows:

A New England cotton manufacturer, who has large works, was talking recently with one of my acquaintances on the question of ballot reform. This master of men did not feel any too comfortable at the thought of a change in methods. Things as they are please him well. He

said: "They have ballots now that are supposed to be got up so that no one can tell how a man votes. But we get around that. No man in my employ votes more than once against my interests. I'm around about election times. I sit on the platform at meetings and I know who are present. I know, too, how things are going on election day. When a ballot falls into the urn we know who puts it there and know what ticket it is. We've got to look out for our interests. This infernal free trade racket of last fall cost me more than ten thousand dollars. I'll tell you, Phil, there's nothing for keeping workingmen in their places like a good strong monarchy."

The *Standard* has a national reputation for telling the truth, and we invite workingmen to read the foregoing paragraph and then ask themselves, if from the days of the helots, there ever existed a more damnable slavery than the "New England Manufacturer" discloses? The "good, strong monarchy" which the New Englander so much desires, is coming as certainly as that rivers flow to the sea, with all the crushing, degrading appliances of a "good strong monarchy," if workingmen do not organize and federate to crush out the last lingering hope of monarchists.—*Locomotive Firemen's Magazine*.

They Deserve to be Hanged.

The recent damnable and outrageous wrecks and attempted wrecks on the New York Central railroad cry aloud for the immediate bringing to justice of the perpetrators. If ever desperadoes deserved to meet an ignominious death at the hands of lynchers these are the ones.

Had these fiends incarnate succeeded in their hellish designs, men, women and innocent children would have been hurled into eternity without a moment's warning, or maimed for life by jagged iron and splintered wood, or cremated alive in burning cars.

If these men were or were not strikers they should be dealt with summarily, and the Knights of Labor owe it to themselves individually and their honor and standing as an organization to do their utmost to assist in ferreting out the brutes in human guise who have made these dastardly attempts on the lives of innocent people.

We believe the Knights see the matter in the proper light and will, so far as possible, work for this consummation.

It is a great responsibility that is thrown

upon their shoulders, and they should strain every nerve to cast it off. If they can do so they will stand out before the world in a brighter light than ever.

The Central officials naturally lay the terrible and devilish work at the door of the strikers, while thousands of others believe that it was simply the fiendish deed of thugs bent on robbery.

Which ever it may be, we repeat it is the duty of the great labor organization to at once take a hand in this work and help hold up to public gaze and scorn these despicable whelps, who are really unfit to ornament telegraph poles, assisted by neckties of the strongest hemp.

Out upon such rascals. The world is better off without them, and their deaths should be a cause for congratulation.—*Elmira Sunday Telegram*.

The Sympathetic Strike.

~ The same idea gave birth to combinations of labor and to combinations of capital—the idea of self protection and the advancement of their own interests. Every offensive or defensive argument which may justly be applied to the one may be employed by the other. On this subject the *Chicago Inter-Ocean* says:

“The evil of the sympathetic strike would seem likely to be parent of the not less evil of the sympathetic lockout. We are free to speak of one and the other as unmixed evils. Had not the tyranny of the sympathetic strike excited resistance on the part of the employers, the tyranny of the sympathetic lockout would have wakened universal indignation; as it is it excites universal regret. The prime evil of the strike and the lockout is that it makes the innocent public suffer in order that the interests of a class of wage-earners or a class of capitalists may be advanced. The public has suffered so much from the wars of these two factions that it will be a matter of no surprise if some day, and suddenly, it exclaim “A plague on both your houses!” and proceed to make laws by which the interests of the people may not suffer by the contentions of factions.

The sympathetic strike proposed to paralyze the whole volume of trade and industry until the employers in one industry, or it might be until one employer in one industry, should comply with the demands of the workmen. The sympathetic lockout proposed to close all the factories, employing 60,000 men, and more men if more

factories join the dangerous confederacy, until the proprietors of one factory can compel their workmen to comply with the demands of the employer. In either case the public suffers by the stagnation of trade. If the strike or the lockout be of long continuance the cost of goods is increased by the diminution of production, or by the difficulty of transportation, and the volume of currency suddenly is limited by the cessation of wages, while the volume of public expenditure is increased by demands for special police or military protection, and by the vastly enlarged demand for relief to paupers. It matters not whether a dozen rich trading corporations combine to close their establishments until one of them conquers its workmen, or whether a dozen strong trades unions combine to prevent the transaction of business until the workmen in one establishment conquers their employers; in either event it is the public that suffers”.

We submit and protest that such conditions as these are illegal in view of the common law, and criminal and dangerous in relation to the commonwealth. Neither labor nor capital is king in this republic, and neither should be allowed to usurp kingly functions.—*Sioux City Journal*.

State Ownership of Railroads.

The workingmen of England in their Trades Union Congress last Tuesday gave proof of robust common sense by refusing to indorse a proposition in favor of an eight-hour law. Though the President of the Congress in his opening address expressed the opinion that such a law would not injure British trade, a resolution in harmony with his views was rejected. The workingmen of England maintain that this matter can be more effectually regulated in their own interests and in the interest of trade through their labor unions than by act of Parliament.

The President of the Congress also spoke in favor of another scheme of State Socialism—Government ownership and control of railroads. On this as well as on the other side of the ocean State ownership of all the means of transportation by land and water is urged as the final and only practicable solution of conflicts between labor and capital, such as the New York Central Railroad strike. In support of this policy the argument is made that the great railroad corporations in their eagerness to secure dividends upon watered

stocks have small regard for the lives and limbs of their employés. The report of the Interstate Commerce Commission shows that out of 704,743 persons employed in railroad transportation last year 1972 were killed and 20,030 disabled in the service. This is a heavy list of casualties, showing the risks that railroad employes daily incur in serving the public.

There is no doubt that the number of these casualties might have been greatly diminished by the general adoption of modern means and appliances for coupling cars and running trains. But is it likely that the railroad employes would be in less danger if the railroads should be owned and controlled by the General Government? The State can, in the exercise of its police power, compel railroad companies to make proper provision for the security of the lives of employes and passengers, and juries can and do inflict heavy damages for neglect. But with the railroads under the ownership and management of the State, who would compensate the employes and their families for injuries? It would be necessary to set up another Government Pension Bureau to pay for the loss of life and limb in railroad service.

The example of the State-owned railroads of the Continent of Europe affords no encouragement in this respect. In England there is more security for the lives of railroad employes than in this country or on the Continent, because of the careful supervision which the State exercises over the transportation companies. While leaving these corporations in private hands, the English laws hold them to a strict responsibility for injuries to passengers and employes. This is far more advantageous to all concerned than Government ownership of the means of transportation. In spite of complaints the same policy is gaining in this country; as is witnessed in the laws of most of the States.—*Philadelphia Record*.

The House that Jack Built.

Behold the mansion reared by Jack.

See the malt stored in many a plethoric sack,
In the proud cirque of Ivan's bivouac.

Mark how the rat's felonious fangs invade
The golden stores in John's pavillion laid.

Anon, with velvet foot and Tarquin stride
Subtle Grimalkin to his quarry glide

Grimalkin grim, that slew the fierce rodent
Whose tooth insidious, Johann's sackcloth rent.

Lo, now the deep-mouthed canine foe's assault
That vexed the avenger of the stolen malt,
Stored in the hallow precincts of the hall
That rose complete at Jack's creative call.

Here stalks the impetuous cow with crumbled
horn,

Whereupon the exacerbatng bound was torn,
Who bayed the feline slaughter beast that slew
The rat predacious whose keen fangs ran through
The textile fibres that involved the grain
That lay in Hans' inviolate domain.

Here walks forlorn the Damsel crowned with rue,
Lactiferous spoils from vaccine dug who drew
Of that corniculate beast whose tortuous horn
Tossed to the clouds, in fierce vindictive scorn
The harrowing bound whose braggart bark and
stir

Arched the lithe spine and reared the indignant fur
Of Puss, that with verminicidal claw
Struck the wierd rat in whose insatiate maw
Lay reeking malt that erst in Ivan's courts we saw.

Robed in senescent garb that seemed in sooth
Too long a prey to Chronos' iron tooth,
Behold the man whose amorous lips incline,
Full with young Eros' osculative sign,

To the lorn maiden whose lact-albic hands
Drew albulactic wealth from lacteal glands
Of the immortal bovine, by whose horn,
Distort, to realm ethereal was borne,
The beast catulean, vexer of that sly
Ulysses quadrupedal who made die
The old mordacious rat that dared devour
Antecedaneous ale in John's domestic bower.

Lo', here with hirsute honor doffed, succinct
Of saponaceous locks, the priest who linked
In Hymen's golden bands the torn unthrift
Whose means exigious stared from many a rift
Even as he kissed the virgin all forlorn,
Who milked the cow with implicated horn,
Who in fine wrath the canine torturer skied
That dared to vex the insidious muricide
Who let the auroral effluence through the peat
Of the sly rat that had robbed the palace Jack had
built.

The loud, cantankerous shanghai comes at last,
Whose shouts aroused the shorn ecclesiast
Who sealed the vows of Hymen's sacrament
To him who, robed in garments indignant,
Exosculates the damsel lachrymose,
The emulator of that horned brute morose
That tossed the dog that worried the cat that kil:
The rat that ate the malt that lay in the house
that Jack built.

—From an old scrap-book. Author unknown

The Scranton Meeting.

The Railway conductors held a grand union meeting in this city yesterday. A more fraternal set of men it would be difficult to find. If they are troubled with dissensions among themselves, it was certainly not noticeable yesterday. They were orderly, chatted in groups about the streets about their business, and attended the meetings, and when night came repaired in numbers back to their posts of duty again.

Two secret sessions were held yesterday in the German Odd Fellows' Hall on Lackawanna avenue.

THE AFTERNOON ENTERTAINMENT.

The entertainment given by the Order yesterday afternoon was, indeed, a feast of reason. It was interspersed with excellent vocal music rendered by the "Shubert" quartette.

P. F. Duffy acted as chairman and master of ceremonies. The audience was large, and composed principally of railroad men and their friends. Mr. Duffy opened the exercises by a few remarks. He said it was with much gratification that he noticed so many present who felt interested in the Railway Conductors. "I hope that when you leave here you will carry away with you pleasant recollections of the entertainment. In the name of the Order, I bid you welcome.

The entertainment will be begun by the "Shubert" quartette. The singers mentioned were Messrs. J. T. Watkins, H. Davis, D. M. Davis and M. B. Morgan. They sang "The Power of Song," by Stuzel, in a pleasing manner.

Mr. Duffy then introduced Mayor J. H. Fellows. He said that the Mayor could hardly say aught against railroad men, as he had a brother who was a railroader, and if he spoke disparagingly of railroaders, he would be speaking ill of his own brother.

MAYOR FELLOWS' SPEECH.

Mayor Fellows—It has been said by the Chairman that I cannot say aught against railroad men, because if I did I would be speaking disparagingly of my brother. This is true. I have a brother a railroader. I think your calling a noble one. Noble, because you have grave responsibilities. If you neglect these you are not only morally responsible, but you are legally punished. I have been more or less familiar with railroad men all my life. I

have found them to be industrious, temperate, and honest men.

To you who come here from other localities I would like to say that this city is a place of recent development. If you had come here twenty years ago you would not have found a place like this to meet in. We were in many respects a primitive city then.

I regret that in your department of life there is considerable trouble between capital and labor.

Capitalists and business men should act so as to command the respect of their employes, and the employes should do their duty so that their superiors will be bound to respect them.

I extend to you, as chief magistrate of the city, a hearty welcome, and assure you that whenever you come to this city the latch string will be out, and you will receive a hearty welcome. I thank you for your attention, and as there are speakers to follow me I will not longer tax your time.

Mr. Duffy then introduced Col. F. J. Fitzsimmons, who said:

COL. F. J. FITZSIMMONS.

Mr. Chairman, Railroad Conductors, Ladies and Gentlemen:

When invited to be present and say a word on this occasion, I was admonished by the gentlemen who extended the invitation to be brief in my remarks, because the audience it would be my privilege to address, he said, would be largely composed of persons who did not believe in "losing time," and who had no more respect for a long-winded talker than they had for a fireman who was unable to keep up steam, or an engineer who was never known to run on schedule time. I gladly consented to be here, and cheerfully agreed to occupy your attention but a very few minutes. I have a fondness for railroad men that is akin to affection. My boyhood and early manhood were spent in handling brakes and battling with the elements that make the rails treacherous, unsafe and slippery. I have experienced the hardships and pleasantries of railroad life. There is much about it that is interesting, if not fascinating. The anecdotes told in the plain caboose surpass in humor and originality any narrated in gilded palaces, where the æsthetic nabobs of creation indulge their social appetites. It affords an avenue to the laudably ambitious. Many of the distinguished men of

the nation began on the gravel train, and by perseverance, energy and merit received promotion until they finally reached fame and fortune. A man who wins distinction in that way deserves all the honor his fellow citizens can give him. He is no accident. He is a man who never falters in his devotion to duty or is unfair in his dealings with his fellow men. His success proves that he was faithful to his employers, respectful to his superiors, courteous to his colleagues and intelligent in the performance of his work. Railroad men are not sufficiently known to the general public. They are not properly appreciated. Their daring deeds and unselfish heroism in the cause of humanity equal any on record on the field of honor, or found even in the pages of romance. Meetings like this have a tendency to make them better known and appreciated. No class have a stronger claim on the friendly consideration of the whole people than have the railroad conductors. Their duties are of the most exacting kind and their responsibilities are manifold. Their positions indicate that they command the confidence of their employers. It is a guarantee that they are esteemed as men of fine intelligence and strict integrity. It is an evidence of politeness and trustworthiness. These are some of the attributes of the conductors of this country. I indulge in no fulsome flattery in saying that the Order of railroad conductors deserve the respect of all and the great moral support of the public. I will close my remarks with the hope that wisdom may always prevail in their councils, and that none of them may ever bring discredit upon their splendid and undeservedly popular organization. Whether ascending to the mountain's summit or descending to the valley's level—whether whirling around curves or shooting through tunnels—in storm or in sunshine—in light or in darkness—may the careful watchfulness of the heroic conductors always receive from a generous public words of true kindness, and from their employers that tangible appreciation which makes tie-ups impossible and strikes a thing of the yast. Then will unselfish services be duly valued, and true heroism kindly rewarded. And when he reaches the last depot on the journey of life, may a berth of unalloyed comfort await him and convey him to the realms of perpetual summer, where the flowers of love forever bloom and where angel's music gladdens

the good and faithful, is my earnest hope.

The "Shubert" quartette then rendered another selection, and the chairman introduced Mr. E. E. Clark, Grand Chief Conductor, of Utah, a delegate to the convention.

BROTHER E. E. CLARK, OF UTAH.

Mr. Clark began by saying that he came as a representative of the oldest, strongest and most influential order in the State. It was organized in that State in the spring of 1868, and reorganized in the 1878. With a very meagre beginning the Order now extends all over the State. Mr. Clark then gave a brief outline of the history of his organization. He pictured the advantages to be derived from the organization. The family of an injured man were taken care of, and in case of death, members had the satisfaction of knowing that the money went toward relieving the distressed families of brother conductors and not into the coffers of rich insurance companies.

Mr. Clark also pictured the trials of a railroadman's wife. How much more in danger she was of losing her husband and provider than the average woman.

He touched upon the difference between capital and labor and said although all was not quiet and in such condition that the lion could lie down with the lamb, yet there was this advantage in organized labor that the lamb was transferred into a lion and could lie down without fear of being eaten up.

Morgan D. Morgan then sang a solo "Crown Him Lord of All." It was well received.

Mr. Duffy then introduced as he put it, "A Soldier, Statesman, Orator and a Prophet," Col. J. A. Price.

COL. J. A. PRICE'S SPEECH.

Mr. Price said the flattering introduction almost took his breath away. Railroad conductors were entitled to much credit. He had been with them a great deal in his travels, and found them entitled to all the courtesy and generosity the traveling public could bestow. He would say, however, they needed education. A few days ago he had met a conductor of fine educational attainments. It was on a passenger train. A lady came in and immediately began tussling at a car window. She told the conductor she would suffocate if that window was not put up. The conductor raised the window. At the next station another lady got aboard and took a seat directly back of the lady with the open

window. She began to shiver, and when the conductor came around told him if that window was not put down she would freeze. The conductor put the window down. A gentleman who was in the car and had noticed the trouble over the window called the conductor over and said to him: "I hope you will learn a lesson from to-day's experience. When a person comes into your car and is going to suffocate put the window down; when another in the car is going to freeze to death, put the window up."

"If there is an abomination on the face of the earth," continued the Colonel, "it is the car window, and if I were a Mayor, and had the power, or if I were a congressman the first bill I would introduce would be one nailing down all the car windows. If there is anything I detest about the Pullman cars, or about the D., L. & W. cars, which my friend Bogart here represents, it is the window nuisance. It is an abomination. But I cannot dwell as long on this subject as I wish to. It is one of my 'isms.'"

The Colonel then turned to the subject of organization and the inequality of labor. There was an inequality in conductors, as he would prove. He had once heard a trial in which two wives were suing for damages for the death of their husband. The cases were settled. One of the widows ubraided her lawyer and said the amount received was not enough. He told her the other widow settled upon the same basis. "The cases," he said, "are identical." Your husband and her husband were both conductors. They met with similar accidents and both were killed instantly. You see both men and cases were identical. The widow protested. "There was a difference," she said, "My husband was a conductor on a lightning express, and her's only a conductor on a way-freight." So you see there is a difference.

In speaking of organization the speaker said, I believe thoroughly and heartily in organized labor. I am glad to see labor come to the front, and hope it will progress and push onward until it stands side by side with capital. I think I can read between the lines the object of your meeting. When I see the great problems that are daily becoming more intricate, I tremble for the future. There was never so much need for intelligence as in the term through which we are just passing.

I can almost hear the clash of arms in the near future. When that time comes I hope you will fight as intelligent men.

C. H. WILKINS.

C. H. Wilkins, Assistant Grand Chief Conductor, was then introduced. He said in substance:

The five men who laid the foundation of the Brotherhood of Conductors, did better than they knew. Out of their humble efforts has grown an organization which is powerful in its influence—not so much in its strength through union, but in its power for the moral good of its members. It makes men better fathers and better citizens. It is advantageous, too, to the employers of men. A union man who does his duty indifferently is not a good railway conductor. Mr. Wilkins then spoke of the difference in the action of railroad officials toward the men, and discussed the present tie-up on the New York Central road.

HON. LEMUEL AMERMAN.

Chairman Duffy then introduced Hon. Lemuel Amerman as a prominent lawyer and a candidate for Congress. Mr. Amerman stepped before the audience with the remark that he was not present as a lawyer, or as a candidate for office, but as an invited citizen who had been asked to say a kind word to the Railroad Conductors. He said in substance:

It affords me great pleasure, indeed, to meet with you on this occasion. Your order, as I understand it, is founded upon the great principle of the brotherhood of man. A principle that calls into activity the cardinal virtues of the heart.

Pure religion and undefiled is, we are told, to visit the fatherless and widows in their affliction, and to keep ones self unspotted from the world. This is your purpose and resolution, and thus you will be a blessing and be blessed. The greatest thing in time is not to cease to do evil, but to do good. In this you are engaged. Any organization or order that puts selfishness under foot and extends a brother's helpful hand must prosper, and deserves and should receive the sympathy and support of all right-thinking and right-hearted men.

I have often thought that, and am now more impressed than ever with the thought, that the great body of railway operators of this country are not appreciated and held in that high esteem which their merits demand. The traveling public, which now

embraces almost our entire population, seldom stop to think how much they owe to the intelligence, the vigilance, the conscientiousness and the constant devotion to duty of the railway operators. As they are carried safely and comfortably over mountains, through tunnels, upon bridges and trestles along precipices, they have no thought of the man in the cab, careless of his own comfort, unmindful of the storm, peering into the darkness, that they may be safe. Of the man who makes it possible for them to get there in time, to keep their engagements, to seize the opportunity for success by his intelligent and laborious feeding of the fires, knowing no night or day, no storm or sunshine. Of the man who looks out for their every comfort, of heat and light and ventilation who keeps you informed as to the progress of your journey from station to station who has a general care for you by his devoted watchfulness and thoughtfulness; watchful of time careful to get and obey orders ever courteous in his answers, patient under all provocation helpful to the weak and ignorant, a gazetteer of information as to geography, time, distance routes, hotels, and all the multifarious things that anyone can cudgel his wit into asking.

The American conductor has not a peer in Europe or anywhere else that I have ever read of. His executive ability, judgment, decision, wit and omnipresent courtesy and intelligence, in my judgment, is not excelled or equalled anywhere.

During my absence I frequently thought what a transformation would be wrought in European railroading could they be placed under American management. How I would like to see our Hallstead, with his his trained operators, conductors, engineers, firemen and trainmen run a continental road. It would astonish the natives.

Among the numerous things we Americans have to be thankful for are our railroad facilities for travel, which to-day is made a pleasure and success in a great measure by the American railway conductor, engineer, fireman and trainman.

May heaven bless you gentlemen of the Order of Railway Conductors. May you always be true to principle, true to duty, true to yourselves, and true to God.

L. C. YOUNG.

L. C. Young, supervisor of passenger trains on the Central road and Banking

company, of Georgia. Mr. Young is a former Pennsylvanian, and a veteran. He has a soft spot in his heart for the conductors of the Keystone state. He knew by experience the life of a conductor, and delivered a sincere and taking address, which lack of space prevents giving in detail.

Several hundred delegates were present, some of them coming from the Southern and far Western States.

NOTES.

Mrs. Garrett Bogart and her daughter, Mrs. Geo. Fowler, presented Lackawanna Division, No. 12, with a handsome bible, through Grand Chief Clark, which was accepted in a few well chosen words by Mr. Duffy.

Mr. W. F. Hallstead, Garrett Bogart and family, Mr. James Merrill and Geo. Hallstead were among the auditors at the entertainment.

Nearly the entire delegation of visiting conductors stopped at the St. Charles during their stay in the city. A large number returned home last evening.—*Scranton Times*.

A Noted Conductor.

Yesterday a great deal of attention was given a beautiful life size crayon portrait, the work of Mrs. J. W. Metcalf, wife of our City Marshal, which was placed in the window of Peeble's drug store. The portrait is that of Edgar E. Clark, Grand Chief of the Order of Railway Conductors, and was presented by Mrs. Metcalf to the Wasatch Division, 127, Order of Railway Conductors.

Mr. Clark, Ed. as he was familiarly known among the "boys," is an old Utah conductor, and has ever been loved and respected by all who have known him.

He came West a number of years ago and served as brakeman on the Central Pacific, was promoted and for some time acted as passenger conductor. He has also been connected with several other roads.

In May, 1889, he was elected to the office of Grand Senior Conductor for the term of two years, and before half of his time had expired, he had given such satisfaction that he was elected Grand Chief, the highest rank of the Order.

His headquarters are at Cedar Rapids, Iowa, and he has 18,000 conductors under him.—Ogden (Utah) *Standard*.

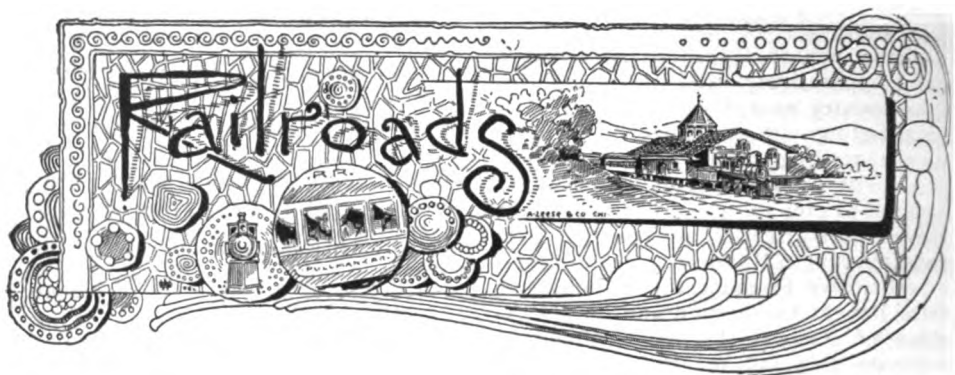
A Good Move.

Railway men of all grades have hitherto taken comparatively little part in politics in this country except as individual citizens, affiliating with the different political parties according to their personal preferences. The possibilities of influence by combined action in a political way have received more attention of late and it is now stated that in Illinois the Brotherhood of Locomotive Fireman, the Switchmen's Mutual Benefit Association and the Brotherhood of Railway Trainmen intend to co-operate this fall for the election of members of the legislature. Steps have been taken to organize a "Railway Employees' Independent Political association" and a state convention is to be held in September. It is claimed that this organization represents 25,000 votes in Chicago alone, and a much greater number throughout the state. Whether or not, when it comes to a state election it can really control votes enough to accomplish anything, as against the two great political parties, is a question, although there is no doubt that at many places railway men could have important influence in local politics by combining for that purpose.—*Railway Age*.

To Mr. Geo. M. Hallstead.

Train Master D. L. & W. R. R., Scranton, Pa.
 Here's at you, my boy, in a jingle of rhyme,
 Whilst the sun of the Sabbath is gloriously
 shining,
 And the bells in the steeples melodiously chime
 Their Te Deums to lift us o'er mortal repining;
 If this life has its ills, it has mountains of joy,
 Where the veriest slave on occasions may rally,
 But you, fortune-favored, and dear worthy boy,
 May reside on their summits high over each
 valley.
 You may quaff of the nectar which Fortune be-
 stows
 In her choicest of measures all full to o'erflow-
 ing,
 You may breathe of the perfume distilled from
 the rose,
 Or the richest of flowers perennially blowing;
 And yet, you've a heart that is foreign to pride,
 Full of kindest thoughts for subordinates ever,
 Where all virtues beloved in officials reside,
 Binding men with a grasp that no power can
 sever.
 I have heard them for years most endearingly
 speak

Of your kindness, in language refined and pa-
 thetic;
 Ere the dawn of bright boyhood appeared on your
 cheek
 They were won to your side by your bearing
 magnetic;
 And, as time sped along, till in stature a man,
 Now you actively stride in this world's great
 Battle;
 With your army inspired from the rear to the
 van,
 And endowed with abundance of conquering
 mettle.
 Call it "tact," what you will, 'tis a gift from
 above;
 Every stockholder knows what 'tis worth to
 possess it.
 When men find an official to honor and love,
 Where his footprint is made they could kneel
 and caress it.
 Not a man but will spring with alacrity forth
 To obey such a leader through deadliest peril,
 Mid the hot suns of summer or snows of the
 north,
 Though he issues commands in the voice of a
 girl.
 Martinets in their place—tho' God knows where
 it is—
 May be fruitful of good, yet I very much doubt
 it.
 The true leader men love wears a smile on his
 phiz
 When he meets them, like you, and that's all
 there's about it.
 They will follow you close through the deadliest
 breach,
 Or the red gates of—well, I'll not name the lo-
 cation,
 'Tis a place where your father in eloquent speech
 Tells the boys to avoid when they run by a
 station.
 Do not think, sir, my muse is a hireling that
 sings
 For the sunshine of favors bestowed or ex-
 pected;
 If you were not well worthy she'd never spread
 wings,
 And the hints which were made me would all
 be rejected,
 By those who are daily beneath your keen glance,
 As often they said to me evening and morning;
 "Dear Shandy, whenever your muse has a
 chance,
 Send a rhyme to George Hallstead without any
 warning."
 Here it is. Mid the wreaths of a fragrant cigar,
 I have written it out full of fanciful notions;
 While the pulpits declared declarations of war
 On old sinners like me who neglect their de-
 votions.
 If it gives you one-half the enjoyment to read
 Which it gave me to pen it I'm more than re-
 warded;
 And "the better the day, sir, the better the
 deed"
 Is a maxim, tho' old, by me always regarded.
 —*Shandy Maguire in B. of L. E. Journal.*



DOWN GRADE TO DEATH.

TRAVELING AT A SPEED OF ONE HUNDRED AND FIFTY MILES AN HOUR—A CONDUCTOR'S HEROISM.

TRUCKEE, August 22.—A terrible accident occurred this morning at Cascade, instantly killing four men and seriously wounding another.

Freight train 19 reached Summit at 3:40 a. m., seven hours late, being followed by freight train 23 and passenger train 1. While the engines were taking on some cars the brakes gave way on the main portion of the train, and seventeen cars and the caboose began backing down the mountain.

Conductor Frank T. Kingsley was flagging in the rear of the train, and seeing the cars moving climbed on top and began setting up the brakes.

A shed carpenter named Jacob Schaab was riding in the caboose, and noticing that the train was backing down with great velocity, went on the rear platform and saw that the engines were uncoupled and that the train was running away.

Half a mile west of the summit, while the train was going at a speed of forty miles an hour, Schaab jumped, and two hours later was found unconscious by a track-walker.

No. 23 reached Cascade siding and started to sidetrack for No. 1.

Meantime the runaway was tearing down the grade with constantly increasing speed, the frantic efforts of the heroic conductor having no perceptible effect in checking it. A track-walker at Summit Valley, three miles from Summit, thought only two cars passed him, and says he only heard a rushing sound and saw the dust.

The engineers of No. 23, who were on the sidetrack at Cascade, say that the flying train passed them at the rate of 150 miles an hour.

Only the rear car and caboose of No. 23 remained on the main track when the crash came.

There was a mighty roar as of a prolonged peal of thunder, and in the twinkling of an eye 352 feet of new snowsheds and as many feet of railroad track, with the telegraph section and twenty

cars, were swept into a broken, confused, indescribable mass, portions of which extended far down the steep bank toward the Yuba river.

Telegraph Operator J. B. Dorsey was asleep in the rear of the station and awoke to find his house being thrown fifty feet down the bank. A caboose was directly under his bedroom and four freight cars were huddled together in the front of the office. There was a clear space just large enough to hold him and his bed right in the midst of the horrible debris.

Climbing out of a rear window, he found himself unhurt, except that he was a trifle bruised and had two toes crushed. He soon spread the alarm among the 200 carpenters and bridge builders who are stationed within fifty yards of the spot, and who had come rushing out to see what caused the crash.

The engineers of No. 23 had no idea that their train had been struck, the velocity of the runaway being so great that it had torn away the caboose and one car and knocked the hind end out of a third car, and yet there had not been the slightest jar at the head of the train. It cut like a sharp knife.

At Summit the telegraph operator, J. W. Fitzgerald, had been notified that the train had broken loose, and while the men were telling him the fire-gong clanged out sharply. The breaking and crossing of the wires at Cascade thus gave the alarm by causing the gong to strike. Fitzgerald found that every wire west was down and forthwith telegraphed by way of Chicago and New Orleans that an accident must have occurred at Cascade station, for at no other point were all the wires inside the shed.

At the wreck an immediate search was made for the men who were known to be under the debris. The wreckage was piled twenty feet high.

Cars were crushed to fragments, and trucks, axles, wheels and steel rails were twisted and broken like pipe-stems. The strong shed timbers were ground into splinters and freight of every conceivable description was mingled through the entire mass.

At 6 o'clock the body of Vic E. Veara was found. He was far down the bank, and had a dreadful gash in the back of his neck and severe cuts on the head. Veara was the rear brakeman, and was standing on the ground ready to turn the switch when, like a flash of lightning, the runaway struck. He was about 26 years old, and had a sister living at Napa.

Soon afterward the body of Oliver Beaver was discovered. His face was scarcely marred, but his arms, legs and entire body were crushed and mangled out of all semblance to human form. He was almost naked and fairly crushed to pieces. He was about 29 years old and had relatives at West Point, Calaveras county, and an uncle at Penryn.

At 8 o'clock the body of Frank T. Kingsley was discovered. His head was torn entirely off, only the skin of the face remaining. He was about 50 years old and leaves a child in Massachusetts. He was one of the most trusted and popular men on the road, and when it was known that he had voluntarily taken that wild ride to death in order to try and save his comrades, hundreds of men shed tears over his lifeless remains.

It was nearly 10 o'clock before the mangled corpse of William Connelly was found. George Hurley was the regular conductor of No. 23, but half an hour before leaving Rocklyn he was taken suddenly ill and Connelly had taken his place. It is thought that Connelly and Beaver were in the caboose at the moment their train was struck. Connelly's head was fearfully crushed and his body and limbs were shockingly mutilated. He was an experienced railroader, highly esteemed, aged about 26, and leaves relatives at Newcastle.

Trainmaster Alger and the Hayes wrecking crew started for the scene of the wreck as soon as news reached Truckee; and with the assistance of G. G. Comstock, bridge inspector, and of the bridge and carpenter crews, cleared the wreck by 2:30 p. m.

The new steel bridge is being erected at Cascade, only a few rods below the wreck, and the steam pile driver was brought in to play in removing the awful mass of timbers and iron.

It was the worst wreck which has occurred on the mountains in twenty years. The rails and ties were torn up and the tracklayers were brought from Truckee and a new track laid, so that the trains began to pass at 4:30 o'clock.

Assistant Superintendent Burkhalter, with Special Officer Ben True, J. Fulton, deputy coroner of Placer county, and the Sacramento wrecking train arrived at 3:20 o'clock.

A coroner's jury was summoned, but as important witnesses had gone to Truckee the inquest was postponed until to-morrow at Auburn.

Special Officer F. T. Burke was at the wreck at 6 o'clock and took charge of the packages of freight. More was saved than would be expected.

Schaab and the four dead men were taken to Sacramento on No. 4. Schaab will probably recover, though he is badly hurt about the head, body, legs and sides. He has a family living at Omaha. It is seven miles from Summit to Cascade, and it is wonderful that a runaway train could have made the distance and remained on the track.

In half a minute more No. 23 would have been safely side tracked and the eighteen cars of No. 19 would have dashed on into the eastbound passenger train. L. P. Ladd, Kingsley's rear brakeman, had been accidentally left at Emigrant Gap, or else there would probably have been another victim.—*San Francisco Chronicle*.

Conductor Kingsley was a member of Sierra Nevada Div. 195 at Sacramento.

Resolutions of Thanks.

To the Officials of the K. C., F. S. and M. R'y.

Fort Scott Division No. 165, Order of Railway Conductors, in regular session, Sept 7th, 1890, unanimously adopted the following preamble and set of resolutions:

That whereas, The K. C., F. S. and M. R'y Co. through its officials, did, on Sept. 1st, 1890, put in force, a new schedule of wages, by which the pay of every man employed in the train service was materially advanced.

And whereas, Said schedule came to us unasked and unexpected, prompted and brought about, we believe, through a manly sense of justice and right on the part of said officials.

And whereas, Said schedule is equal to any and far superior to many now in force, which were obtained only through persistent requests, and in some instances, demands of thoroughly organized orders of railway employes. We feel that said schedule should meet with the approval of every man affected by it, and that the officials who were the instigators, and those who so readily approved and endorsed it, should be the recipients of our most heartfelt thanks for the same.

Therefore be it resolved, That the members of Fort Scott Division No. 165, Order of Railway Conductors do hereby tender their most earnest and heartfelt thanks to the officials of the K. C., F. S. and M. R'y Co., individually and collectively, for the schedule of wages put in force Sept 1st, 1890, by said officials, by which the pay of

every man in the train service of said road was materially advanced.

Resolved, That as said schedule was adopted and put in force by said officials without so much as a request from the employés affected by it, to do so. The action of said officials is almost without parallel in railroad history and should meet with the approval and commendation of every employé of said railway, as well as that of all other railway employés.

Resolved, That we do hereby pledge ourselves to renewed vigilance and faithfulness in the discharge of our duties as conductors, keeping ever in mind the golden rule; believing as we do, that the action of said officials was prompted by a sense of the justice of this precept.

Resolved, That we fully appreciate the fact that we, as conductors, employed on the above named railway, are the recipients of kind, courteous and lenient treatment to an unusual degree, at the hands of the several officials of the said road; that we hope, by faithful attention to our several duties, as conductors, to repay to some extent, our debt of gratitude.

And be it further resolved, That the above preamble and resolutions be engrossed, and a copy of the same be delivered to the several officials of the K. C., F. S. & M. R'y, also to THE RAILWAY CONDUCTOR and to the *Railway News Reporter* for publication.

Respectfully submitted,

W. H. CHURCHILL, C. C.

J. A. SLAIGHT, S. & T.

Articles of Agreement

BETWEEN THE "VANDALIA LINE" AND ITS CONDUCTORS, TAKING EFFECT AUG. 1, 1890.

Main Line Passenger Conductors, Indianapolis to St. Louis, 240 miles, \$5.10 per day. Crews to run first in first out, except trains Nos. 20 and 21.

Effingham and St. Louis accommodation, \$130 per month.

Effingham and Terre Haute accommodation, \$100 per month.

Indianapolis and Terre Haute accommodation, \$110 per month.

Logansport division, 182 miles, daily, except Sunday, \$108 per month.

Local Conductors on East and West Division, \$85 per month; three crews.

Middle Division, \$80 per month.

Logan Division, \$90 per month; three crews.

South Bend Division, \$85 per month, with three crews to do the work formerly done by two. Work, wreck, and construction, \$90 per month of thirty calendar days. Coal trains \$85 per month. Through freight, 3 cents per mile on all divisions

except the East, which shall be \$2.25 per trip of 72 miles. Overtime 30 cents per hour if arriving at terminal 55 minutes late. Deadheading and lights when ordered by the company, at the same rate as if in charge of a full train. When attending court for company's account pay to be whatever crew would have made. In all investigations the accused to be represented by a member of the Order. Nothing was asked or claimed for seniority, believing the company will make promotions from merit and ability.

A. J. LEE,
C. H. ARTHUR,
J. M. MURPHY,
B. A. DUNN,
HOWE HARDESTY,
CHAS. MCKEEN.

Committee for the conductors
from Division 92.

St. Louis Union Meeting.

At a Union meeting held in the hall of St. Louis Division No. 3, O. R. C., Aug. 31, 1890, the resolutions from Div. 162 at West Philadelphia, Pa. received and read:

Resolved, That this Union Meeting heartily endorse the sentiments as expressed therein giving them the assurance that we stand a solid unit in support of the Order of Railway Conductors and the present administration. Be it further

Resolved, That we hold in contempt those who violate their obligation in refusing to abide by a lawfully constituted majority, subjecting themselves to the detestation of the members of the Orders and all honorable men. Be it further

Resolved, That a copy of the above resolutions be sent to William J. Maxwell, Chairman of the Union Meeting, held July 21 in Philadelphia, and also to THE CONDUCTOR for publication.

H. M. MOUNTS, No. 102.

V. P. HART, No. 60.

SMITH FLETCHER, No. 3.

Committee representing Divisions No. 3, 7,

30, 39, 49, 53, 55, 59, 60, 72, 83, 87, 89,

92, 101, 103, 107, 108, 123, 131, 138, 135

149, 180, 190, 199, 202, 206, 211, 213, 217,

218, 230, 241, 245, 250, 251, 253, 254.

At a Union Meeting of the Order of Railway Conductors, held in the hall of St. Louis Division No. 3, the resolutions of Division No. 83, of Galesburg, Ills., were read:

Resolved, That the Union Meeting here assembled desire to express their admiration for the brave and loyal members of Div. 83 who, in the face of persuasive argument and threats from petty officials, stood brave and true, unfurling the old banner of the O. R. C. to the breeze, proclaiming to the world that they are men. Be it further

Resolved, That a copy of the above resolution be sent to THE RAILWAY CONDUCTOR for publication.

H. M. MOUNTS, Div. 102.

V. P. HART, Div. 60.

SMITH FLETCHER, Div. 3.

Schedule of Pay.

FOR ATLANTIC & PACIFIC RAILROAD COMPANY.
(Western Division.)

GENERAL MANAGER'S OFFICE.

ALBUQUERQUE, N. M., September 1st, 1890.

The following schedules of pay and regulations will govern trainmen in the service of this company on and after this date.

PASSENGER SERVICE.

Passenger Conductors, \$130.00 per month.

Passenger Brakeman, \$75.00 per month.

It is understood that while two through trains daily each way are run as at present, there will be six crews for the New Mexico Division, six crews for the Arizona Division, and five crews for the California Division.

FREIGHT SERVICE.

The pay of freight conductors will be as follows:

Between Albuquerque and Winslow, \$95.00 per month, for 3,000 miles or less, and $3\frac{1}{6}$ cents per mile for all excess mileage.

Between Winslow and Mojave, \$105.00 per month, for 3,000 miles or less, and $3\frac{1}{2}$ cents per mile for all excess mileage.

The pay of freight brakemen will be:—

Between Albuquerque and Winslow, \$70.00 per month, for 3,000 miles or less, and $2\frac{1}{3}$ cents per mile for all excess mileage.

Between Winslow and Mojave, \$80.00 per month, for 3,000 miles or less, and $2\frac{1}{2}$ cents per mile for all excess mileage.

WORK TRAIN SERVICE.

Work Train Conductors will be paid \$100.00 per month.

Work Train Brakemen will be paid \$75.00 per month.

26 or 27 days per calendar month will constitute a month's work on work trains—12 hours or less to constitute a day's work.

Conductor with Helper Engine between Williams and Ash Fork will be paid \$100.00 per calendar month. Twelve (12) hours to constitute a day's work, the hours to be regulated by Division Superintendents. Overtime to be paid as per Article 1.

REGULATIONS.

ARTICLE I. On all freight runs of less than 100 miles requiring more than 10 hours to make the run, over-time will be paid if the hours used on the trip exceed 12 hours, in which case all over-time exceeding 10 hours will be paid at freight rates.

On all freight runs exceeding 100 miles, trainmen will be paid over-time for all time used to complete the trip in excess of an average speed of 10 miles per hour at freight rates.

On all through freight runs between Winslow

and Williams and between Peach Springs and Williams, where Williams is made division terminal, over-time will be paid for all time used to complete the trip in excess of 10 miles per hour.

ART. 2. Train men required to remain on duty over 30 minutes with their trains after arriving at a main line terminal station, shall be paid at the rate of 10 miles per hour.

ART. 3. In computing over-time no fraction of an hour less than 30 minutes will be counted. Any fraction of an hour over 30 minutes will be counted an hour.

ART. 4. Any Conductor or Brakeman running less than 100 miles in 24 hours on freight or extra passenger service or special trains will be paid the same as if 100 miles had been run, and in addition for any over-time earned under Article 1.

ART. 5. Freight and passenger crews making extra trips in addition to their regular assigned runs will be allowed extra time upon the basis allowed other crews in similar service.

ART. 6. Crews dead-heading under orders will be paid one-half their regular rates. The first crew out will run dead-head, and the second run the train; the dead-heading crew being first out on reaching terminal of that run.

ART. 7. Crews not assigned to regular runs will be run first in first out.

ART. 8. All train men after a continuous service of 16 hours or more, shall, upon a written or telegraphic notice upon Division Superintendent or Train Master, be entitled to 8 hours rest before they are again called for service, except in case of wrecks, washouts or other emergencies, and provided also that where bulletin notice registering their arrival in a Call or Register Book that an entry therein to the effect that 8 hours rest is needed before the signer is able to go on duty again, will be sufficient notice to the Division Official.

ART. 9. Where crews are compelled to double hills as a general service, such crews will be allowed the extra mileage made; for example, if a hill is five miles long, an allowance of 10 miles in addition to the length of the Division will be allowed.

Mileage for doubling hills under any other circumstances will not be allowed, except at the direction of the Division Superintendent.

ART. 10. When crews run over more than one division, the assignment of crews to the through runs will be made, as near as practicable, on the basis of mileage on each division.

ART. 11. Train men will be called at Terminal Stations by Train Caller, who will be provided with a book in which the men called will enter their names, together with the time they are called. The district within which the train men

will be called will be established by the Division Superintendent, but shall not in any case exceed three-quarters of a mile from the calling office.

The working time of all trainmen will commence within one hour after they have signed the caller's book.

ART. 12. Train men when called, if for any cause or reason other than their own acts, do not go out, if held on duty less than six hours, shall be paid one-half day and stand first out. If held more than six hours, they will be paid one day and go behind other crews at that point.

ART. 13. Train men attending Court at the request of an Official of the Company, will be paid at the same rate they would have been entitled to had they remained on their run, and if away from their home station, in addition thereto their legitimate expenses.

ART. 14. When a change of divisions or train runs require train men to change their place of residence, they will be furnished free transportation for their families and house-hold goods to their new place of residence.

ART. 15. Train men will be notified when time is not allowed as per trip report.

ART. 16. The assignment of brakemen will be made in accordance with the judgment of the Division Superintendents, subject to the provisions of Article 18.

ART. 17. Conductors or Brakemen will not be dismissed or suspended from the Company's service without just cause.

In case of suspension or dismissal, if any employé thinks his dismissal unjust, he shall have the right within 10 days to refer his case by written statement to the Division Superintendent. Within ten days of the receipt of this notice his case shall have a thorough investigation by the proper officers of the Railroad Company, at which he may be present if he so desires, and also be represented by any disinterested employé of his grade. In case he shall not be satisfied with the result of the investigation, he shall have the right to appeal to the Superintendent Transportation and to the General Manager.

In case suspension or dismissal is found to be unjust, he shall be reinstated and paid for all time lost.

ART. 18. All employés will be regarded as in the line of promotion dependent upon the faithful discharge of their duties, capability for increased responsibility, and term of service. Superintendents are keeping a record of the employés on their respective divisions, in which is entered their merits, demerits and term of service. Upon such record promotions will be based.

Reduction of forces will be made at the direct-

ion of Division Superintendents in the order of promotion.

Every employé should understand that it is his privilege and duty to make written appeals to his Division Superintendent whenever by promotions reductions or assignments, he deems an injustice has been done him.

Any employé will be dismissed without hearing in case of intoxication, insubordination and collisions. Nothing in this article shall be construed as preventing the Company from employing experienced men when they deem that the good of the service requires it.

ART. 19. Any employé believing himself to be improperly treated under these rules and regulations, shall have the right to appeal to the Superintendent Transportation and General Manager.

ART. 20. All schedules, rules and regulations in conflict with these now adopted, are void.

No change will be made from these schedules and rules without reasonable notice.

ANDREW SMITH,

Supt. Transportation.

Approved:

D. B. ROBINSON,

General Manager.

Wm. F. Rand.

Conductor William F. Rand, of the Central Railroad of New Jersey, one of the best as well as the most favorably known men on the road, is confined to his home at Easton, Pa., suffering from an incurable disease, which necessitated his quitting work last April. The four physicians who have been in attendance on him say that he will never again be able to do active duty, but may prolong life by remaining quiet. Mr. Rand's case is a very sad one, as he is but forty-five years old and has always been an active, energetic man. From the time he first entered the service of the Central Railroad Company, at the bottom rung of the ladder, his success as a railroad man was assured. He is best known to the commuters of the road as conductor of the Somerville and Easton express, and so well liked was he that he frequently receives friendly letters from many of them who still hope to see him back to work again. When the Woodruff Palace Car Company operated over the Central system Mr. Rand was given a call to become superintendent at this end of the route. He filled the position in a most satisfactory manner to his employers, and at the same time was widely known for his kindness and impartiality to the men subordinate to him. He was obliged to resign his position, however, when the Pullman Company gained control of the Woodruff system. He then resumed charge of his old train and ran it until prostrated by sickness. He holds a number of flattering letters from the Central and Woodruff Companies and from others who best knew his standing as a railroad man.—*New York World*.

Bro. Rand was a charter member of Div. 54 and is now a member of Div. 169.



Old Things and Dear.

ROSA B.

There is no song like an old song
That we have not heard for years;
Each simple note appears to throng
With shapes that swim in tears.
It may have been a cheerful strain,
But 'twas long ago
That glee, grown old, has turned to pain,
That mirth has turned to woe.

There is no friend like an old friend,
Whose life path mates our own,
Whose dawn and noon, whose eve and end
Have known what we have known.
It may be when we have read his face
We note a trace of care;
'Tis well that friends in life's last grace
Share sights as smiles they share.

There is no love like an old love;
A lost, may be, or dead.
Whose place, since she has gone above,
No other fills instead.
It is not we'll ne'er love anew,
For life were drear if so.
But that first love has roots that grew
Where others can not grow.

There are no days like old days,
When we, not they, were young;
When all life's rays were golden rays
And wrong had never stung.
Dear heart! if now our steps could pass
Through paths of childhood's morn,
And the dew of youth lie on the grass
Which Time's fell scythe has shorn!

Old song, old friend, old love, old days;
Old things, yet never old;
A stream that's dark till sunshine plays
And changes it to gold!
Through all winds memory's river on,
'Mid banks of sore regret,
But a gleam's on the peaks of long-ago
That softens sadness yet.

—B. L. E. Journal.

The Residence of Senator Hearst of California.

The stones which preached to the Bard of Avon delivered their silent eloquence beneath the shade of green trees and to the musical rhythm of running brooks. With the picture of the forest of Arden before us, it is easy to enter into the poetic spirit, and to find "sermons in stones, and good in everything"; but in the light of Nature's masterpieces, man's handiwork seems clumsy at best, and while the broad teachings of mountain and valley are readily accepted, the lessons taught by the work of human hands are apt to be ignored.

Nevertheless, along the crowded and confined thoroughfares of a city, there are also "sermons in stones"; and in their way, I know of no more eloquent brownstone and brick than those which have gone into the construction of the home of Senator Hearst of California.

The Hearst house is unquestionably the finest private residence lately erected in Washington and stands a veritable triumph of refinement of style in architecture and decorative art, preaching a rousing sermon of good taste, from its massive foundation to the fluted red tiles of the roof. There were art, fine workmanship, and money unstinted; but above all there was an absolute deference to the laws of the "eternal fitness of things," so, with all its costliness and elegance, this interior shows no ostentation, no display, nothing incongruous to mar its rich and quiet harmony. This feature is the more striking, as we live in a luxurious age when people of wealth have nothing to influence the choice of their belongings but prevailing mode, which is many-sided and capricious, or their individual taste, which is not always discriminating.

In point of location, this notable establishment leaves little to be desired, occupying, as it does, one of the triangular building-plots peculiar to the plan of the city, and fronting upon as well as facing down the long stretch of New Hampshire Avenue, at the intersection of Twentieth and O Streets, which is the center of Washington's most fashionable residence-quarter, and a very beautiful section of the city.

With its porticoes, balconies, and its swelling lines, it is difficult to realize that this house, now so ornate and irregular in shape, was remodeled from the square, roomy, and old-fashioned structure built some years since by Mr. John Field, a wealthy retired merchant of Philadelphia. The Field house faced the street squarely and solidly, its every room an absolute rectangle, while there was only a mild suggestion of frivolity in the long, enclosed verandas which jutted out, extending the length of the southern wall. Mr. Field, who was a remarkably handsome and accomplished gentleman, was a confirmed invalid; yet so cheery and winning was he in his misfortune, that his low couch in the bright little library was the popular center of the neighborhood. Nobody thereabouts had a rare flower, a choice bit of fruit, or any other trifle that was dainty and desirable, that Mr. Field was not called upon to share it in some way. The picture of this sick man, who by his magnetism drew the outside light and life about him, into what was, at best, his prison, is a tender, lovable memory, which, to those who knew the invalid, still seems to belong to the place.

For some time after Mr. Field's death the house was occupied by his widow, from whom it was purchased by Hon. C. S. Fairchild, who succeeded Hon. Daniel Manning as Secretary of the Treasury. Mrs. Fairchild, a woman of great charm and refinement, brought down from her New York home any number of heirlooms in the way of antique furniture and rare old plate, and enhanced the old-timey air of the mansion by fitting it up somewhat in colonial style. Under the genial sway of Secretary and Mrs. Fairchild, this home was made so attractive that the close of President Cleveland's administration brought a wide regret that political change should deprive Washington of such charming hosts. Upon retiring from official life, Mr. Fairchild sold the property to Senator Hearst, and the alterations were at once begun which have recently reached such successful completion.

By careful study, it can be seen that the old square lines of the original house have, in a measure, been left untouched; but so much has been added at various corners and angles, that it is not easy to discover any trace of the former building. The house, as it now stands, is an impressive structure of red brick relieved by a handsome decoration of brownstone, carrying here and there gracefully carved designs in relief. The exterior follows the Byzantine style of architecture, which fine touch of orientalism is especially noticeable in the porticoed entrance. This is built almost entirely of brownstone, but a series of short fluted columns support two massive

arches of brick, over which rises the delicately wrought stone parapet of the stone balcony above.

So inviting an approach is sure to quicken the desire for a glimpse of the inside; but the unwary person who visits the Hearst house for the first time is almost certain to mount the easy steps in supreme unconsciousness of the iron trap hanging at the doorway, and to find, to his amazement, that, however much he may wish it, there is apparently no means of notifying the occupants that he is without and would like to be within. Absorbed with the details of the entrance, he soon arrives at the doorway, and, in the tight grip of the conventionalities, mechanically puts forth a finger to touch the electric button. It is only when it dawns upon one that there is no button, no knob, not a sign of a handle of any kind visible anywhere, that one becomes possessed of a sort of helpless dismay; for it seems very absurd not to be able to know enough to ring a front-door bell.

If you do as every one else does under the circumstances, you return to the outer side and carefully inspect the wall, inch by inch, back to the doorway; in an unavailing search for the button that *must* be there, because houses nowadays always have electric buttons; it is a sign of the times. But the closest scrutiny fails to reveal any trace of a button; and as you are beginning to feel that the neighbors across the way may be quietly enjoying your discomfiture, your eyes wander in desperation up and down the portal, and by the merest chance rest upon a bit of ornamental ironwork which hangs at the right of the doorway. It is an iron rope, up which clammers, in dainty but imperishable filigree, the graceful runners of a blooming wild-rose. Above is suspended a bell, and, in fact, this is a bell-rope. With the utmost humiliation you give it an apologetic pull, and do not recover your equanimity until you discover that each new-comer is sure to undergo the same experience, and are told that the Senator himself, equally unsuspecting, approached his own domicile shortly after the artistic bit of iron was put in place, and was literally forced to storm his own castle. The Senator did not see the bell-rope, and did not get in until a vigorous tattoo on the door-panel announced his arrival. After you know it is there, it must be admitted that the bell-rope is a delightful and highly artistic innovation; and you never return to give it a pull without a sense of complacency and superior knowledge.

From the portico the entrance is direct into an outer lobby, on the right of which a wide, draped doorway opens into the reception hall. The lobby is almost entirely of heavy polished oak, relieved here and there by satin hangings, and by a

fine tapestry portière which falls in front of the arch leading to the dining-room. Near some carved hall-chairs stands an old Dutch clock, which as the hours come round chimes forth, with great dignity and deliberation, a series of quaint German airs. The hallway is also wainscoted in oak, and has a beamed ceiling with panels decorated in rich colors overlaying a gold ground, their design following closely the Byzantine character of the woodwork. A massive carved chest occupies a corner near the single wide window of stained glass, and at the right is a stone fireplace capped with an oaken mantel. On the left the staircase mounting to the upper stories is partly hidden by a carved oak screen, underneath which is a most inviting wooden bench fitted up with luxurious cushions.

Except a narrow gilded frieze and the panels in the ceiling, the decorations of this room are confined to the very beautiful carvings of woodwork, which are delicately graceful, and in intaglio rather than in relief. The candelabra and fireplace belongings are in wrought iron, while the furniture is of oak, to correspond with the rest of the room. Several pictures adorn the walls, and a notably good portrait of Senator Hearst hangs over the first landing, at the head of a short flight of steps.

The ante-room leads, by a door on each side of the mantel, to the music room, an apartment unique in the richness of its coloring and artistic decoration. It is very large, but somewhat irregular in shape, has a timbered ceiling supported by a heavy cross beam, which in turn is carried on two graceful columns. Purely Byzantine in its character, the entire scheme of decoration is as effective as it is unusual, the prevailing tones of cool olive and warm brown blending in soft harmony, and relieved throughout the woodwork by frequent touches and tracings of gilt. The musicians' gallery overhangs an exquisite bit of reproduction in the quaint Byzantine mantel over the fireplace. This, as well as the rest of the woodwork, is enameled in soft olive shades, while the walls are hung with rare Italian tapestry in olive and brown.

The furniture, carved and elaborately gilded, after antique models, is upholstered in a superb trecht velours, of a *repousse* pattern, in brown on a gold ground. The several doorways and deep-set windows are hung with rich portières of brown, Louis XIV, velvet, overlaid with braid in intricate design. A score of fine pictures are on the walls, any number of rare curios occupy niches and corners, while two tall gilded binets, on each side the central window, hold a really bewildering wealth of *bric-a-brac*. Among

the pictures, the most striking is a powerful marine by Schönleber, which shows that Italian skies are not always smiling, for here, under leaden clouds, a furious surf dashes angrily against a rugged strip of Mediterranean coast. A few well-authenticated paintings by the "old masters" have their peculiar interest, while the art-lover gains an added pleasure in the wider range of subjects and fresher coloring of the more modern canvases near by. Carl Marr has a most charming bit in "The First Communicant," while a splendid study of "The Old Bishop" is by Orrin Peck, the college chum and intimate friend of young Mr. Will Hearst. Between the doors, an airy group of Boucher's Cupids disport themselves upon a piece of choice tapestry from the famous Aubusson looms, forming a very decorative panel; while across the room, entirely covering the side of the wall from floor to ceiling, is a great stretch of ancient and almost priceless Gobelins, "The Rencontre," after a design by Salvator Rosa.

Anything short of a descriptive catalogue would fail to do justice to the *embarras de richesse* found in the room. Here by the mantel are miniatures of Monroe and Jackson, by Peale; while next them is a Russian *icon*, a sacred image of the Madonna and Child, only the faces and hands showing under a metal sheath of exquisite workmanship. This is a very rare curio, and possibly dates back to the time of the Emperor Constantine. An ancient Hebrew lamp in *repousse* brass hangs from the gallery, in front of the fireplace, and at one side of the room stands an East Indian teak-wood cabinet, a marvel of delicate and lace-like wood-carving. In the window embrasure is a Louis XV. sedan-chair, which, curiously enough, is decorated in the same tints as those of the room, —olive, brown and gold; and with its gilding and painted Cupids, the queer old conveyance readily conjures up gay visions of era of powder and patches. Near by is a Spanish jewel or money chest, ornate with Moorish decoration, and grim with an array of quaintly wrought bars, bolts, staples, and locks.

With all its wealth of ornament, the music-room still owns an elegant simplicity, and as an artistic interior would seem difficult to rival, did not the first glimpse of the rest of the suite plunge one into a pleasurable but complete uncertainty as to just where to bestow the palm. The two long drawing-rooms on the right of the lobby are simply perfection! The first of these, the reception-room, follows in every detail the style of the time of Marie Antoinette; and such is the exquisite daintiness of its appointments that a sudden entrance brings one the sense of having stepped into an apartment canopied with fleecy clouds where gleams of a cerulean sky shine

through, and the sheen of soft gold and chaste silver is over everything. The ceiling is frescoed in ivory white, carrying a delicate design in faint blues, silver, and gilt; the woodwork is carved, and enameled in white and silver relief; while the walls are hung in azure satin demask. The furniture might have belonged to Marie Antoinette herself; but it is, nevertheless, modern, in carved and white enameled wood, upholstered in azure satin brocade daintily sprayed and garlanded with roses. The portières are of exquisitely embroidered cream satin edged with a broad band of azure plush, and the carpet is a square of cream velvet, reproducing in soft blue the design of the ceiling. The mantel here, as in the adjoining room, is a poem in white enamel and silver gilt, the facings, fender, and fire-dogs being of Mexican onyx mounted in gilt, while the mirror above is flanked by two branching candelabra. Portières of azure plush partially screen an alcove hung in the same material, where stands a beautiful statue by Leopold Ansighioni, a veiled Flora, who almost seems to float above her pedestal.

The *salon* beyond the reception-room is in a kindred line of decoration, and its belongings have all the dainty elegance which characterizes the style of Louis XVI. In point of historical reproduction both apartments are absolutely correct, as every design used either for furniture, woodwork, ceiling, carpet, or the wonderful embroideries, has been faithfully copied from antique models. The woodwork of the *salon* is a continuation of the carved and white enamel, and the walls are hung in satin brocade of fresh rose-pink, which delicious tone with the rich lustre of the ivory satin hangings, suggests the coloring of a sea-shell. The furniture is lavishly gilded and carved, with a center-table and corner cabinets of holly-wood inlaid with mother-of-pearl. The feature of the room, however, is the marvelous embroideries, which in shades of pale pink and tender green are wrought in borders, panels, and medallions of exquisite design, upon the shining folds of the hangings and the lustrous ground of the upholsterings. This silken film, trailing so gracefully over the background of white satin, produces, in its purity and richness, an effect almost indescribable, and seems the climax of the artistic and costly in decoration.

It is pleasant to know that Mrs. Hearst, with a true artist's appreciation of these rooms, yet finds her keenest pleasure in the fact that all her belongings were manufactured in the United States. It is a patriotic boast with her, that she brought none of her furnishings from Europe, but readily found the most perfect fulfilment of her ideals in the fabrics and workmanship of America.

The drawing-rooms open direct into the library, which in its appointments is a symphony in sapphire and silver. The ceiling is frescoed in pale blue, with a foliate design in white and silver. Silver candelabra stand upon the bookcases, and a silver lamp lights a pretty writing-desk in one corner. The wainscoting and bookcases are of white mahogany, and the walls are hung in blue India velvet bordered with silken fringe. The window draperies, as well as the covering of the "sleepy-hollow" chairs and lounges, are of uncut blue velvet brocaded in white, which looks as if powdered with hoar frost. The richness of the decoration here is enhanced by two fine statues by Ansighioni, one a hunter-boy with a bound, and the other a coquettish scrap of maidenhood, who pulls the petals from a daisy and smiles as she murmurs "He loves me!" Near the latter, another charming little woman smiles out of a white-and-silver frame, in the painted rosiness of baby Phœbe Elias, Mrs. Hearst's namesake and very particular pet. In the adjoining alcove are two marble busts, also by Ansighioni, one a portrait of Mrs. Hearst, and the other, that of her only son.

The library has two vistas: a long one into the music-room, through the reception-room and hallways; and a second, through the Louis XVI *salon*, which ends in the dinning-room. This splendid apartment is in the style of the early Dutch *renaissance*, and in its somber richness possesses an imposing and stately beauty that is, perhaps, without a rival in this character of interior decoration. The woodwork, elaborately carved, is of polished black oak, which also constitutes the general furnishing and the quaint lattice-work of the Dutch window-shutters. The ceiling is of black oak, and is supported by three massive over-beams, with cross-beams intersecting the large panels between. In the intervening squares is an effective and peculiar decoration, of a slightly raised design, laid on a canvas in gold, which is glazed down to rich tones of old copper and bronze green. The walls are covered in Venetian leather, the same material serving to upholster the oaken chairs. Hanging Dutch shelves are loaded with fine china, which is only a modest selection from a store in the butler's pantry near by.

In a deep and windowed recess is an irresistible old Dutch fireplace, of red tiles with steel mountings and andirons, the same material forming the candelabra, and odd standard lantern, and the massively wrought central lamp which swings from the over-beams to light the table. Some imposing old plate stands upon the carved dressers, there are a few fine pictures and bronzes, and many odd shelves hold all sorts of quaint jars

mugs, and pictures, which are decorative, if not always strictly beautiful. The dining-room completes the suit of apartments on the first floor, which owns such a wealth of artistic detail in form and color, that any word-painting must be inadequate to describe what connoisseurs consider one of the finest interiors in the country.

From the reception-hall a winding stairway to the basement leads on one hand to the Senator's private office, and also to the supper-room, which is in a similar form of the early Dutch style, and is fitted entirely in California red-wood, and has a mosaic floor, a deep fireplace, and well-filled hanging shelves. Adjoining the supper-room is an ample and perfectly appointed kitchen, where two Chinese cooks—moving in noiseless preparation—are masters of the refined art of gastronomy.

Above stairs, all the apartments show the same admirable taste, Mrs. Hearst's room embodying the essence of simple elegance. The furniture is in white mahogany, carved and inlaid; and the wall-coverings and hangings are of the palest primrose satin brocade, while the enameled mantle and lace-covered toilet-tables are ornate with the many dainty trifles so dear to the feminine heart. The bath-room is in harmony with everything else, the oblong marble bath being sunk deeply beneath the floor, and tiled in cream enamel with a broad facing of pale sea-green onyx. On the other side of the house, in the southern extension, is a pretty morning-room with books, pictures, and a piano, convenient to the neighboring guest chambers.

The Senator is well provided for in a cosy "den," next an equally cosy bed-room, both furnished in terra cotta and rich-toned mahogany. Over the head of the bed in the latter room, a prim little old lady—the Senator's mother—beams down upon a luxurious couch, but sees, in place of the usual satin spread, an old-fashioned patchwork quilt, a sample of her own handiwork. Next to his father's apartments is the bright room devoted to the comfort of young Mr. Hearst. Here is a very pretty combination of *café au lait* coloring with a relief of moss-green and gilt, while all about are many of the belongings which adorned the young man's college quarters.

One characteristic that prevades this fine establishment is often unaccountably lacking in many others which money and art have rendered palatial. The striking thing about the Hearst house that, with all its costly elegance, it not only *seems* built to live in, but it *is* lived in and enjoyed: in short, it is homely, in the truest sense of the word.

FRANCES BENJAMIN JOHNSTON.—In *Demorest's Family Magazine*.

September.

We made ourselves a castle
Once after school was out;
We raked the leaves together
To wall it all about.

We made a winding pathway
Down to the school-yard gate,
And there we worked with might and main
Until the day grew late;

Until one bright star twinkled
Above the maple tree,
And lights shone down the village street
As far as we could see.

We planned that every recess
We'd come out there to play,
But the night it blew so hard
Our castle blew away.

—Katharine Pyle, in *St. Nicholas* for September.

—————
To the Officers and Members of West Philadelphia
Div. No. 162, O. R. C., also to Erickson Div.
No. 5, L. A. of O. R. C.

DEAR FRIENDS:—Permit me in this manner to extend to you all the thanks of a bereaved wife for your kind attention and tender sympathy during my recent affliction by the death of my husband. I thank you also for your beautiful floral offering and for the words of sympathy and respect in the resolution passed by you in his memory. My husband's sudden taking away brings to myself and children a crushing load of sorrow. It was hard to part with our dear one, but as you have shown your love and kindness to me so may you all be rewarded, not alone by earthly friends, but by one who is mightier by far than all the earth combined. May His blessings ever rest on our Order.

Yours in P. F.,

MRS. M. MOORE,

V. P. Erickson Div. No. 5, L. A. of O. R. C.

A Letter to Heaven.

In the Cincinnati postoffice yesterday, in the general deposit of mail gathered at noon was a much thumbed and tear-stained postal card. The writing upon it was in a child's hand, trembling and uncertain. The address was, "My dear mama in heaven." The letter was as follows:

"home"

dear mama—I am so lonesome since you went to heaven, I want to go to you, the time seems so long. you said I could come to you, Mrs. Clark is kind to me but not like you. you sho this to God and send for me sure, my arm hurts me so and you sed it would be well in heaven. I send you a kiss, from me, little Dora."

Cold, indeed, must be the heart that does not

moisten the eye that looks upon that touching and pathetic letter, with its baby love and unquestioning faith and illustrations of the love between child and mother that passeth understanding. The whole world of pathos is in the child's cry, "Mrs. Clark is kind to me but not like you." No, little one, nobody could be to you what your mother was.—Cincinnati *Commercial-Gazette*.

A Code of Morals.

BY RUDYARD KIPLING.

Now Jones had left his new-wed bride to keep his house in order,
And hied away to the Hurrum Hills, above the Afghan border,
To sit on a rock with a heliograph; but ere he left he taught
His wife the working of the code that sets the miles at naught.

And love had made him very sage, as nature made her fair;
So Cupid and Apollo linked, per heliograph, the pair.
At dawn, across the Hurrum Hills, he flashed her counsel wise;
At e'en, the dying sunset bore her husband's homilies.

He warned her 'gainst seductive youths in scarlet clad and gold,
As much as 'gainst the blandishments paternal of the old;
But kept his gravest warnings for (hereby the ditty hangs)
That snowy haired Lothario, Lieutenant-General Bangs.

'Twas General Bangs, with Aide and Staff, that tit-tipped on the way,
When they beheld a heliograph tempestuously at play.

They thought of border risings, and of stations sacked and burnt,
So stopped to take the message down, and this is what they learnt.

"Dash dot dot, dot, dot dash, dot dash dot," twice. The General swore.

"Was e'er General Officer addressed as 'dear' before?"

"My love, 'i' faith! 'My duck,' Gadzooks! 'My darling popsy-wop!'"

"Spirit of great Lord Wolseley, who is on that mountain-top?"

The artless Aide-de-camp was mute, the gilded staff were still,
As, dumb with pent up mirth, they booked that message from the hill;

For, clear as summer's lightning flare, the husband's warning ran,—

"Don't dance or ride with General Bangs—a most immoral man."

At dawn, across the Hurrum Hills, he flashed her counsel wise—

But howsoever love be blind, the world at large hath eyes.

With damnatory dot and dash he heliographed his wife

Some interesting details of the General's private life.

The artless Aide-de-camp was mute, the shining Staff were still,

And red and ever redder grew the General's shaven gill.

And this is what he said at last (his feelings matter not),—

"I think we've tapped a private line. Hi! Threes about there! Trot!"

All honor unto Bangs, for ne'er did Jones there—after know,

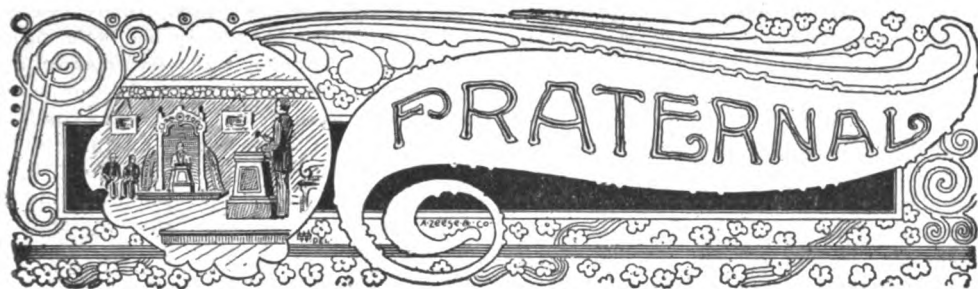
By word or act official, who read off that helio But the tale is on the frontier, and from Michai to Mooltan

They know the worthy General as "that most immoral man."

Demorest's Family Magazine for October is to hand. This sparkling periodical is always a welcome visitor, and this October number is no exception to the general rule. "Some Homes Under the Administration" is continued, with a sketch of Senator Hearst's palatial mansion, and the artist shows us the beauties of this home almost from cellar to garret, at least from entrance hall to kitchen, and in placing before our readers a portion of the description of this Washington home, we regret that we are unable to reproduce the beautiful illustrations.

The young folks will all be interested in "The Game of Golf for Ladies," which is quite new on this side of the water; and old and young will read with interest and profit the curious facts about animals embodied in "Disguises in Animal Life," and soft-shell crabs will be invested with a new interest after one has read about "The First Armor Wearers." In fact, every page is as good as it can be. *Demorest's Family Magazine* is the ideal magazine.

But this month there is a special attraction the new List of Club Premiums. Not only is there a host of handsome as well as useful articles offered, including material for an elegant silk dress, but the more than liberal offer is made that if this generous list does not include the thing or things desired, the prospective getter-up of a club may write to the publisher stating what would be liked better, and special terms will be made for the coveted article. The offer is unprecedented, anything from a paper of needles to the complete furniture of a house being obtainable without paying out a cent!



HALL OF EL CAPITAN DIV. NO 115, O. of R. C.)
 SAN FRANCISCO, Sept. 5, 1890. }

Editor Railway Conductor:

DEAR SIR AND BROTHER: The word federation as defined by Webster is: "United by compact, as sovereignties; joined in confederacy, as federated nations or powers—act of uniting in a league."

I shall propound a few questions that came to my mind pertaining to the issue now under discussion:

First. Why is federation with any "Order" necessary?

Secondly. What the objects and aims sought?

Thirdly. What will be the result?

Fourthly. Shall it be by system or general?

Fifthly. What effects produced at this period of constant revolution and dissatisfaction among the laboring classes with us as an "Incorporated Order?"

The answer to the first question, why is federation necessary is, presumably, that "in union there is strength," that is, by a union of the combined forces into one solid phalanx, the many grievances that now and will constantly arise in railway service, can be the better adjusted, provided the posts will tenaciously adhere together and demand that justice be accorded.

If this can be brought about to operate successfully, as in national affairs, or as may be further illustrated; in the earliest history of our country when our forefathers banded themselves together for the purpose of freeing themselves from tyranny and oppression that bound them and their posterity, hand and foot, but by united action and a firm allegiance to principles of liberty and justice and the sacrifice of life, they achieved the victory sought and to-day we stand at the threshold of second century of our national life, and with some of the nations problems already solved, there are others that can and must be solved.

However, the question of "federation" will have to be looked into closely, as there are important features staring us in the face, before consummating any definite plan of action, serious thought must be given this subject, or we may get

into complications that may prove disastrous to us as an Order.

Take for example, the engineers, firemen, brakemen, switchmen and, in some instances, conductors, if we should organize a general federation, there would be no getting along with many of them, as there are many who belong to the "floating element" and are members of their respective orders who will rely too much upon the strength of this amalgamation, and repeated calls upon the general council to relieve them from the troubles which they would constantly take delight in precipitating.

And until the the various orders are more careful in the selection of the men whom they admit into membership, and will have weeded out entirely the element above alluded to, general federation is dangerous.

"System federation" under above circumstances is also to be looked into carefully for reasons above mentioned, and shall herewith further enumerate, and in making these assertions, I do not refer to anything personal with engineers, as I have many friends among them, but a reference to their history as an organization in the past and to prove and show to you conclusively that unless we can place implicit confidence in them as an organization to carry out fully their obligations, it will prove hazardous to federate with them.

We cannot trust them too implicitly, if we could. I believe some basis of co-operation could be brought about that would aid all very materially, as it is quite evident that there is a crisis in labor circles imminent—are we prepared to meet these impending dangers that hang over us?

However, before we think much of federating with other orders, I deem it essential that we become more harmonious in our own ranks—federate if you please among ourselves and with the 25,000 conductors in the U. S., Canada and Mexico; in one united body we can accomplish a great deal, so that when these menacing dangers are thrown around us, each one shoulder to shoulder in mind and body, we cannot help but be triumphant.

The time is at hand when we should assert ourselves as an Order, but we need a good government and officials to execute the same, and not to sell us body and soul as C. S. Wheaton has for years, besides, as is stated upon authority, used our funds to aid him in furthering his diabolical ends.

If the grand officers are incompetent, elect others in whom you may have perfect confidence and are capable, and who will work to advance and achieve every interest, and all old fossils and drones who attempt to achieve personal success and prominence to the detriment of those actually upon the rail and who may be an incumbrance to our present and future permanent government should be made to step down and out.

But we need more education, and this can be brought about by representative active membership, and to be thoroughly organized we should have officers whose ability is increased an hundred fold by the intensity of correct convictions, and the membership should possess loyal allegiance to the "will of a constituted majority"—to be in fact and in deed the one tremendous, social, compact organization, whose influence and strength is far reaching, and I believe we have every reason to believe that the public, the railway management and the whole nation have our advancement and protection more at heart than formerly.

The public offer grateful recognition that our standard is advancing in sobriety and ability, thus rendering life safer. The management of railways are watching our course and we are bettered in every way as we better our own condition.

The President of the United States, side by side with tactics, finance and diplomatic questions, in his message to congress recommends the urgent need for means for protection to the lives and limbs of railway employes—'tis evident then, that we have arrived at the time when the nations leaders believe the well-being of humanity is the nation's cause.

The object of government then is, the protection of the citizen in his person and property—to preserve for the individual his natural rights while admitting him to share the advantages that accrue from society and civilization. Men do not need a paternal government which shall kindly provide their welfare; they want the fullest possible freedom consistent with equal freedom of all others—the broadest and fullest acceptance of good government.

Hence quoting a clause in the platform of the American party which should voice our sentiments: "We recognize the right of labor to organize for its protection and by all lawful and

peaceful means to secure to itself the greatest reward for its thrift and industry, and believing in governmental arbitration in the settlement of industrial differences," and as much good can be accomplished by legislation, I trust every conductor in the land will look more carefully as to whom he aids into political offices—elect those who will aid us to solve the problem pertaining to securing the rights we ask: better equipment, thus saving the lives of 20,000 young men who are killed and crippled annually.

Other things to be desired are, and in time, if we are prudent and aggressive we shall accomplish the same, to have rules and regulations everywhere uniform; to have conductors paid a salary commensurate with the constantly increasing duties and responsibilities; to have the spotter system abolished and the amount paid to conductors that is paid to these "wolves in sheep's clothing" and then there will be a handsome balance in the treasury of the companies, and for harmony with the public, to have the "train rate" abolished—these things accomplished we shall willingly give bonds for faithful discharge of duty.

These incentives held out a man will manifest the proper interest and the company make money by so doing, which I believe you will bear me out in stating.

I will also suggest in connection with the bond business that a "Bond and Trust Co." can be incorporated among conductors on all trunk lines which will be to their better advantage in securing and retaining positions thus doing away with the exactions of these foreign Bonding companies.

Each conductor taking a few shares of the stock, would receive a good rate of interest on the money invested, in the payment of monthly premiums now going into the coffers of wealthy syndicates.

Having their own Company they would watch all interests more carefully perhaps, than otherwise.

With these facts established we shall need no federation, nor will there be any strikes stopping the wheels of commerce.

Yours in P. F.,

J. T. MARR,

El Capitan Div. 115, O. of R. C.

YOAKUM, Texas, Sept. 8, 1890.

Editor Conductor.

During my leave of absence I have traveled over 7000 miles, passing over the beauties of Missouri, Arkansas, Texas, Colorado, New Mexico, Utah, Arizona and California. My leisure afforded me time and opportunity to learn much of the true situation of our members, and of others in the train service. It is grand to note

the change, the harmony and good feeling existing now among the various orders identified with the train service.

There is no comparison now with our former self. Why, then, take no note of him (Wheaton), and let him go, and thank God we are rid of a knave. We should rather be disposed to laugh than to weep. This affair will not leave a scar—the explosion has been so quick and so complete, having gone so far to play so ridiculous a part, it is rather more laughable than cryable. The die is cast, abide the hazard manfully.

Forbearance. Let us treat the ignorance, the mistakes, the absurdities of others, with tender respect. Our conduct toward each other should be such, that ere long there will be no gap existing, and in unity we may expect to accomplish success. Let us cultivate universal respect, by universal kindness. We now have nothing to conceal, nor have we to fear, by an honest acknowledgement of our true position. We want nothing but justice and fairness.

That has not been accorded to us in the past. All other orders in the train service have had the success they merit, except ours alone. We have been content these many years with silent submission. Saw wood and say nothing. Our requests have been fruitful in promises. "We will see gentlemen, what can be done." Don't that sound natural. I have been there. Right will wrong no man, though in the past I know of instances where we have wronged others as well as ourselves. The B. of R. C. should command our respects and not censure. They have been instrumental in awakening us to a realization that something must be done.

'Tis well that, that something has been done, as there is no doubt in my mind that a few thousand of our long suffering Brothers e're this, would have had their names upon the roll as B. of R. C. members.

In my rambles I was glad to note that there is no distinction being made. Every kindness and courtesy was shown me by the B. of R. C. members.

While at Los Angeles I made many acquaintances among R. R. people, and one thing I noticed that did my heart good, was, to see them worship in their R. R. chapel—presided over by the Rev. T. H. Collins. They are a good whole-souled lot of people, and ever will I remember their hospitality towards my sister and her husband after their misfortune by fire. Brother Harrington said, after my narrow escape out of the flames—that I was only receiving a warm reception.

I believe it my duty to make mention, that the widow of Brother Wm. Weist of Roodhouse Division, Illinois, has not received the insurance, or otherwise the protection and care provided for her. She is justly entitled to it. And again it is no credit to delay a matter of this kind several years before payment. Make inquiries and perhaps we will find the B. of R. C. doing that which covereth a multitude of sins for O. R. C. members. W. O. Mohler overland conductor, Southern California, made a friend of me through an introduction to a large, sweet, California melon; and the acquaintance of C. T. Moore, Assistant G. C., B. of R. C., Brother T. T. Fitzgerald was good to me and I wish I could have lingered longer. C. R. Perry another good Brother that I am glad I met. Friend C. T. Moore and Brother Roberts of Winslow Division would make valuable members of a debating club. I was critic, and scored one for Moore. Subject:—Secession. At Los Vegas we parted company and I wished for more of Moore. I thank Brother Wilcox for his advice on grape culture. Nothing to do except prune the vines and sing. Live on grapes and cold water. Yes, and if I did not fare with any better success in getting my grapes to market, than I did in bring six (corks) bottles of the juice home, I would die in the poor house.

Home and found many improvements in our little city, and some changes on the Pass—roses that wither in the blast. Have you ever been in Southern Texas, if not, when you come make inquiries every time you stop for a crossing and learn its the Aransas Pass R. R. That's the road where the following named, the most of them of our order, experience their joy and happiness.

Passenger service.—R. G. Warner, C. C. Niles, A. D. Nash, F. J. Loring, R. C. Conally, W. Luke, Ed. Steel, Con. Roberts and O. G. Moon.

Freight.—C. S. Baldwin, J. Burtle, J. H. Buchanan, E. D. Clark, R. Barr, F. W. Crawford, W. S. Dickey, Mike Dunn, J. H. Elliot, W. B. Goode, W. Grove, W. George, W. Hartman, W. G. Holt, E. H. Hone, F. M. Loring, J. C. McFarland, W. L. Orth, Thos. Orth, T. E. Quirk, E. D. Shampaign, Ed. O'Brian, G. A. Van Gilder, J. M. Chase, DeWit Munger, G. Y. M. Many long stagnant but soon beginning to flow again, as refreshing as a rock spring on a mid-summer's day.

When we meet, a banquet the heart of men can know, flowed from a friendship like ours. Envy not our happiness, only regret that you cannot share it with us.

Yours in truth,

E. H. H.

NORTHUMBERLAND, Pa., Sept. 2nd, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO: On Sunday, August 31st, a number of Brothers from Sunbury Div. 187, boarded Erie Mail bound West on the P. R. R. for Jersey Shore to assist A. G. C. C. Wilkins organize a new Order of Railway Conductors there. We had a pleasant journey. Our party consisted of Bros. N. Comp, Wm. Shafer, Jos. Vandyke, Geo. Ammerman, J. W. McDonald, J. Blain, C. Sarvis, Wm. Drum, N. Fertich, M. Wolf, T. C. Totten, F. Krebs, N. Nagle, C. Toole; E. M. McAlpine, of Div. 187; John Casper, of Div. 65 and I. W. Morrison, of Div. 160. Bro. B. W. Sleppy, of Div. 187, missed the train. Some Brother said he put the alarm clock on the stove so as to have a hot cup of coffee in the morning and put the coffee pot at the head of the bed and forgot to wind it. He says next time he will put it under his pillow. He came through on the next train along with Bro. W. Cornell, of Div. 187, and Ella Sleppy, of Div. 160. The town lies between two ranges of high hills or mountains, and is built on the right bank of the west branch of the Susquehanna River. It has a population of about 2300. The Fall Brook R. R. passes the town on its right and the P. R. R. about two miles from it on the left. It had its share of the horror and damage during the great June flood of 1889. Fourteen of the Youngman family being drowned, bridges swept away etc. We could see the marks of it yet on the houses ten or twelve feet above the streets. Now Bro. Jas. Blain is not the Jas. Blaine from Maine, but he gets there all the same—was in the lead and, what a lead! Bro. Sarvis, who brought up the rear and is heavier on the right than on the left side (his shoe gave it away) says next time he will get a rope and put it on Blain and hold him back as racing should not be allowed on Sunday. We were accompanied by the Small Boy, who, as usual, has his say. He told us of the flood and pointed out things of interest. He told us of a man by name of Field, who had a pig caught in the flood and in passing a clothes-line had caught it with his teeth. He hung there from 5 a. m. until 7 p. m., when becoming disgusted because his owner would not come to his help he let go and was drowned. We were afterwards told that it was a fact that horses, cows, etc. would catch at limbs of trees and try to save themselves in that manner. On arriving at the town we hied us to the Globe House, kept by two Bros., F. D. and F. B. Dankle, where we met A. G. C. C. H. Wilkins, who was introduced to us by Bro. Blain. We then ordered breakfast, which was soon complied with. After satisfying our appetites we discovered that Bro. Comp was missing. A

search was made and he was found in the kitchen eating mush and milk. He had been in such a hurry in the morning to make the train he had forgot his teeth, and could not eat anything hard. After waiting awhile we were joined by Bros. J. T. Mullen and Willis Taylor, of Div. 176, who had secured a parlor for themselves there. At their request we joined them in a *tele tele* and smoke. We were soon joined by Bro. Fields, of Div. 8. We then learned that he was the man that owned the pig the small boy told us of. Bro. Fields wanted to know if anyone present knew of a P. R. R. engineer who was about three feet wide and five feet high, who but three or four days before had been there looking for mushrooms. He had run an engine for thirty-three years on the P. R. R. and had nothing yet but a poodle dog and was going to make an Englishmen of it by feeding it mushrooms. By this time a train had arrived from Corning, over the Fall Brook R. R. bearing Corning Div. 176. After an exchange of greetings we had dinner and then went to the Hall. A Special meeting was then opened at 2:30, p. m. by officers of 176, assisted by S. and T. Vandyke, and Blain of Div. 187. The Division starts with twenty-one charter members, seven of them new members, the others being from Divisions 176 and 172. The officers elected are: J. T. Mullen, C. C.; W. G. Fields, A. C. C.; W. S. Carraher, S. C.; J. H. Smith, J. C.; J. Boyer, S. & T. T. F. Smith, I. S.; Willis Taylor, O. S. They meet the first and third Sundays of the month. The following Divs. were represented there: Div. Nos. 8, 65, 160, 172, 176, 187 and 225. After returning thanks to our Bros. and the host of the Globe House, who we recommend to all Bros. as a good house and genial landlord, we returned home saying it is good.

Bro. Wm. Shafer, of Div. 187 and Miss Mary C. Hull were united in marriage Sept. 2nd, at the residence of the bride's father, in Snyderstown Boro, by the Rev. C. Benson. MACK.

JACKSONVILLE, Fla., Sept. 11, 1890.

Editor Railway Conductor:

I herewith enclose you clippings from a Jacksonville paper relative to the death of one of our beloved and worthy Brothers, Brother John A. Da-Costa, who was killed on the F. C. & P. Ry., in a collision near Chaires Station. This was his first trip over the road as conductor, he had been working for the company about two weeks, flagging, learning the road. He was a good conductor, and for five years, within three months of his death, had been employed on the S. F. & W. Ry. as Freight and Passenger conductor. I have been unable to get the full particulars of his death as yet, but the report which is the most plausible,

and the one which I believe is correct, is his engineer was a new man on the road, and ran by the station (which was a regular meeting point) without stopping. Brother Da Costa was on top of his train trying to stop him, by setting up brakes. He stood by his post to the last moment, waving his lantern and setting up brakes. His two brakemen he told to jump for their lives, when he saw the head-light of the approaching train, not thinking of his own perilous position until the engines came together. The supposition is, that he was thrown under the cars by the jar, and his leg was crushed from the knee down to the ankle, and a bruise on his breast, he only lived five hours. By the time he got medical aid it was too late to save him. He was a poor man with no insurance of any kind, and leaves a widow and four children who were dependent upon him for a support. At our next meeting will pass resolutions on his death, and send you a copy for publication.

Yours in P. F.,

G. C. FLOYD,

Sec'y and Treas. Div. 196.

McKEES ROCKS, Sept. 9, 1890.

Editor Railway Conductor:

On the evening of August 26, at the Hotel Schlosse, was gathered a jovial set of railway conductors, the occasion being the celebration, in a pleasant manner, of the organization of McKees Rocks Div. 201, Order of Railway Conductors.

The festive board was surrounded with members and their friends of the new lodge, and a right merry time was had.

In the afternoon, C. H. Wilkins, Assistant Grand Chief Conductor, organized the new division at Chartiers, on the P. & L. E. road. At the election of officers the following is the result: J. W. Wright, C. C.; G. W. Fleming, A. C. C.; D. H. Speer, S. & T.; W. H. Hughes, S. C.; Chas. Liney, Jr. C.; James Edwards, I. S.; Mark Tucker, O. S.

After the ceremonies incident to the installation of the officers of the new lodge, both members and officers embarked for Pittsburgh. At the station carriages had been provided by Capt. W. C. Irvin, into whose hands the arrangements were placed. When all the carriages had been filled, the procession started for the hotel, headed by a brass band,

It was only a short time after arriving at the hotel, until the tables were surrounded by the members of the new division and their invited guests. Capt. Irvin, station master of the P. & L. E. station, was master of ceremonies. He exercised the power invested in him by calling, un-

expectedly, on members whom he knew to be rather diffident, and unused to speech-making, yet all the remarks made, were characteristic of the men and their calling.

The event was one of the most pleasant of the kind ever held in this city, and when the men quit the dining hall, not a step was unsteady, nor an eye dimmed through the use of strong drink. The men are not all total abstainers, yet it was decided not to have a wine list at the banquet.

Among the most prominent members present, of Div. 201, were: Charles Deitrick, trainmaster P. & L. E.; D. M. Brown, assistant trainmaster P. & L. E.; Capt. W. C. Irvin, depot master P. & L. E.; James Connolly, yardmaster P. V. & C.; Geo. C. Hurst, passenger conductor P. & L. E., and all the officers named.

The invited guests who attended the banquet were F. G. Blodgett, of New Castle, Pa., general agent P. & L. E.; William Pritchard, traveling engineer P. & L. E.; Chas. Geist, train dispatcher P. & L. E.; J. H. Harris, train dispatcher P. & L. E., and J. H. Crawford, chief train dispatcher P. & L. E.

The new division starts off with thirty-five members, and the indications are that it will materially increase as the time goes on.

Yours truly in P. F.,

J. W. WRIGHT, C. C.

OGDEN, Utah, September 16th, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO: At a regular meeting of Div. 124, September 7th, the following resolutions were adopted which we enclose to you for publication:

WHEREAS Mrs. J. W. Metcalf, wife of our most worthy C. C. has presented to Wasatch Div. 124, O. R. C., a life sized crayon picture of our G. C. C., E. E. Clark, for the adornment of our Division room; therefore be it

Resolved, That we accept this beautiful picture expressive of high esteem and regard that she holds for our Order; and be it further

Resolved, That Div. 124 do hereby extend to Mrs. Metcalf their most heartfelt thanks for this beautiful work of art executed by her own hands, so expressive of life of our most worthy Brother and fellow-laborer, and for which we shall always keep her in remembrance; and be it finally

Resolved, That a copy of these resolutions be presented to Mrs. Metcalf also copies be furnished to the Editor of THE CONDUCTOR and our daily papers for publication.

GEO. F. McINTOSH,	} Committee.
JOHN F. BERRY,	
M. CAMPBELL,	



At a regular meeting of Lackawanna Division No. 12, O. R. C., held in their hall June 22, 1890, the following resolutions were adopted;

WHEREAS, God in His infinite wisdom has seen fit to take from our midst our beloved Brother, Patrick J. Gaynor.

Resolved, That we, the members of Lackawanna Division No. 12, desire to offer our tribute of respect to our departed Brother, and tender our heartfelt sympathy to the beloved widow and fatherless children.

Resolved, That by the death of Brother Patrick J. Gaynor, Lackawanna Division has lost an earnest and worthy member, and his mourning family are deprived of a kind and loving father, whose vacant seat in our Division will ever remind us of the dangers that surround us and that in the fullness of life we are in the midst of death.

Resolved, That to the widow and family we offer our heartfelt sympathy in this their hour of affliction, and tender our aid and protection in a time of need.

Resolved, That our charter be draped in mourning for the period of thirty days, and that these resolutions be spread upon the minutes of this meeting; that a copy be presented to the bereaved widow, and that they be published in THE RAILWAY CONDUCTOR and local papers.

MARTIN DEVANEY, }
SAMUEL KEORNAN, } Committee.
M. J. MORAN, }

ST. ALBANS DIVISION, No. 24.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Please allow space for just a few lines in your obituary column to announce the sad affliction that has once more visited the home of Brother N. Stewart, of St. Albans Division, No. 24.

That unwelcomed visitor was Death, who called for his only child, little Anna, aged 7 years, and caused her to bid farewell to this world of troubles and unity with the children of God. "Suffer little children to come unto me, &c., for of such is the kingdom of Heaven." The cause of her death was sickness so prevalent this season;

cholera and fever, and its accompaniments. She was a bright little scholar and will be greatly missed by her scholastic circle, but her school is now of the Lord. Alas! what a consolation.

Brother Stewart and wife has not only the sympathy of St. Albans, but also from many adjacent towns where hosts of friends will unite in condolence and sympathetic feeling for their irreparable loss.

LINES WRITTEN BY A FRIEND ON THE DEATH OF LITTLE ANNA STEWART.

A gentle bird from us has flown,
A voice we love is stilled;
A cage hangs vacant in our home,
That never can be filled.

Yes, we'll miss her, dearly miss her,
Every morning, noon and night;
And her gentle voice caressing
Ever make the heart feel bright.

LOGANSPOUT, Ind., Sept. 7, 1890.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from membership here below to higher spheres of action Brother W. H. Johnson. Therefore be it

Resolved, That the members of Logan Division No. 110 has sustained an irreparable loss in the death of Brother Johnson. And be it further

Resolved, That in the death of Brother Johnson Logan Division No. 110 recognizes his earthly work as a credit to the division and to the profession of railroading; and further, we feel that as a man and Brother and husband his work on earth has not been in vain. And further be it

Resolved, That we extend our warmest thanks to Division No. 206, Springfield, Ill., for their kind and efficient action at the death of Brother Johnson. And further be it

Resolved, That we extend to the widow of Brother Johnson our earnest sympathy, and trust that the Grand Chief Conductor will take her in his keeping. Therefore be it further

Resolved, That a copy of these resolutions be sent to the widow and Division No. 206, Springfield, Ill., and published in THE CONDUCTOR.

T. M. SOFFORD, }
W. I. BROWN, } Committee

JACKSONVILLE, Fla., Sept. 21, 1890.

At a regular meeting of St. John's Division No. 196, O. R. C., the following resolutions were adopted upon the death of our Brother, John A. DaCosta, who was killed in a collision at Chaires' station, on the F. C. & P. Railroad, September 8, 1890:

WHEREAS, It has been the will of Almighty God, the Chief of all Conductors, to remove from our midst by death our worthy and beloved Brother, John A. DaCosta.

Resolved, That we extend to his bereaved wife and family the heartfelt sympathy of each and every member of this division.

Resolved, That by the death of our beloved brother St. John's Division No. 196 has lost a good and faithful member, his wife a true and devoted husband, his children a kind, gentle and loving father, and the public a true, tried and faithful servant.

Resolved, That our charter be draped in mourning for thirty days in honor of him who has crossed the dark river of death and entered his home of eternal life.

Resolved, That these resolutions be spread upon the minutes of this division, and a copy sent under the seal of this division to the bereaved family; also, that they be published in the *Times-Union* and *THE CONDUCTOR*, our official journal.

H. S. MING,
G. C. FLOYD,
T. B. ANDERSON, } Committee.

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from our midst by a violent death, our worthy Brother, Walter H. Powell; therefore, be it

Resolved, That the sincere and heartfelt sympathy of every member of the Division be tendered to the bereaved wife and family, and we trust that He who has promised to be a Father to the fatherless and the widow's shield, will console and comfort them in their great sorrow.

Resolved, That these resolutions be placed on the records of the Division; a copy presented to the sorrowing widow, and one sent to *THE CONDUCTOR* for publication.

CHAS. MITCHELL,
CHAS. STUART,
R. A. PURDON.

At a regular meeting of Atlanta Division No. 180, held Sunday afternoon, September 7, 1890, the following resolutions of high esteem and respect were unanimously adopted upon the sad death of Mrs. Fannie Lee Gorman, after a short illness.

She was the beautiful and accomplished wife of

our Brother, W. S. Gorman. Many of the delegates and visitors at our meeting at Rochester will no doubt remember meeting and enjoying the society of this happy couple possessing, as they did at that time, the most flattering prospects of a long, useful and happy life together. But, alas! how soon the brittle thread is broken, she having breathed her last at 2 o'clock p. m. September 3, 1890.

Her death, occurring as it did in the very dawn of a beautiful, useful and happy life, was indeed a sad blow, not only to her devoted husband, but to the large circle of friends who loved her so well, so tenderly and so dearly. Her peaceful death was in full keeping with her pure, beautiful and exemplary life—a life that her devoted husband and loving friends would do well to emulate.

The remains were taken from the Kimball House in the quiet, peaceful hours of the night and conveyed to the Union passenger depot, where they were gently placed upon the train for Cusseta, Ala., her native home, where they were laid to rest by a large circle of associates and friends. The pall-bearers were composed of the following members of the O. R. C.: D. M. Vinning, J. H. Latimer, Fred D. Bush, George Woodall, William Woodall, William J. Hammond, R. P. Dodge, W. W. Dunlay, J. L. Bell, H. M. Law and John A. Gee. Also the following members of the B. L. E.: M. McWarters, W. A. Love, C. L. Buland and a large escort of friends.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to send the dread messenger, for some wise, noble and merciful cause unknown to us, to pluck from the home and heart of our Brother Gorman his all.

WHEREAS, We bow in humble submission to the will of the Grand Chief Conductor of the Universe in removing this loving wife from our Brother, knowing that He doth not willingly afflict the children of men.

Resolved, That the heartfelt sympathy of Atlanta Division No. 180, also members of B. L. E., be extended to our Brother in his bereavement.

Resolved, That while words of cheer and sympathy cannot bind up the broken heart of our Brother entirely, yet we can, and it is our duty to, point to others in like dark hours who were able to say, "Thy will, not mine, be done."

Resolved, As a token of our undying love and devotion for our Brother and all the kind and loving friends who have done so much to alleviate his sorrows, that these resolutions be spread upon the minutes of our division, a copy sent to our Brother Gorman, also a copy sent to *THE CONDUCTOR* for publication.

J. H. LATIMER,
W. N. JOHNSON,
J. P. DANIEL, } Committee.

PINE BLUFF, Ark., August 31st, 1890.

Editor Railway Conductor:

For the second time the grim reaper, Death, has visited Div. 251 and has stricken from our midst our beloved Bro. Charley L. Chestnutt. Bro. Chestnutt was taken sick on August 2nd with congestion of the liver and kidneys, and although everything that medical skill and loving hands could do was done for him it was all in vain for he rapidly grew worse and at 4 a. m., August 30, he passed away, while around his bedside were gathered his little family and quite a number of friends, among whom were several Bro. Conductors. Bro. C. was buried at 3 p. m. to-day, from St. Joseph Cathedral. Members of Cotton Belt Div. acting as pall bearers and attending to other arrangements. The funeral was the largest ever seen in this city, he being loved by all who knew him and those who knew him best loved him most. Therefore be it

Resolved, That in his death Cotton Belt Div. 252 has lost a true and worthy Bro, and his family an upright and loving husband and father; that we extend to the family of our deceased Brother our profoundest sympathy in this their great bereavement.

Resolved, That our charter and cabooses be draped and each member wear a badge of mourning for a period of thirty days.

Resolved, That copies be sent to the CONDUCTOR for publication; to his devoted wife who nursed through his sickness; to his Brothers and Sisters who were with him from the moment he was stricken down until the hour his soul took its flight.

Resolved, That this Division express our heartfelt thanks to Drs. White, Taylor and Brunson for their kind and professional care, especially to Dr. Brunson do we pay or homage for his loving and fatherly care of the stricken widow and children at the graveside.

Resolved, That this Division proffer our thanks to Father Lucy for the kind manner in which he spoke and treated the members of this O. R. C.

E. B. LYNCH, }
C. O. HARRIS, } Com.
O. J. KINGSBURY, }

MEMPHIS, Tenn., Aug. 7, 1890.

At a regular meeting of Memphis Division 175, O. of R. C., held this day, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe, in His wisdom, to call from our midst our late Brother, George E. Tibbets, to eternal rest, on September 2. And

WHEREAS, By his untimely death his wife has lost an affectionate husband, his child a kind

father, and this division a true Brother. Therefore be it

Resolved, That we extend our sympathies to his bereaved family in this their great affliction; that we commend them to Him who doeth all things well, who has taken our Brother to Himself.

Resolved, That our charter be draped in mourning for thirty days in memory of our departed Brother, and that a copy of these resolutions be sent to his grief-stricken family and that they be spread upon our records under the seal of the division, also be inserted in the next issue of THE RAILWAY CONDUCTOR.

GUS. GURLEY, }
ED. W. TAYLOR, } Committee
T. BILLINGSLEA, }

SACRAMENTO, Cal., Sept. 10, 1890

Editor Railway Conductor:

At a regular meeting of Sierra Nevada Division on September 7, 1890, the following resolutions were adopted:

WHEREAS, It has pleased God, the Chief of all Conductors, to remove from among us our Brother, Frank P. Kingsley. Therefore be it

Resolved, That in the death of our beloved Brother Sierra Nevada Division loses a true and faithful Brother.

Resolved, That in respect to his memory our charter be draped in mourning for a period of thirty days.

Resolved, That these resolutions be spread upon the minutes of this meeting and be published in THE RAILWAY CONDUCTOR.

R. ROWLAND, }
M. V. MURRAY, } Committee
D. R. GILLIS, }

DENISON, Tex., Sept. 7, 1890.

DAUGHERTY, B. M.—At a regular meeting of Lone Star Division No. 53 the following resolutions were adopted:

WHEREAS, It has pleased our Heavenly Father the Chief Conductor of the Universe, to remove from our midst our good and worthy Brother Ben M. Daugherty. Therefore be it

Resolved, That in the death of Brother Daugherty Division No. 53 loses a most estimable Brother, who was willing and ready at all times to advance the interest of the Order and devoted to its prosperity. His kind manner endeared him not only to all members of the Order, but to all of his fellow men.

Resolved, That the members of Division No. 53 tender their heartfelt sympathy to the wife and children of our deceased Brother in their afflictions, and commend them to Him who has promised to be a husband to the widow and a father to the fatherless.

Resolved, That our charter be draped in mourning for thirty days.

Resolved, That a copy of these resolutions be spread upon the record and a copy be sent to THE CONDUCTOR. S. E. KINSINGER, Secretary



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

THE CASE OF W. D. WEIST.

A correspondent in this issue refers to the case of Brother Weist, and says "that the widow of Brother Weist has not received the insurance, otherwise the protection and care provided for her. She is justly entitled to it, and it's no credit to delay a matter of this kind several years before payment." This communication comes to us anonymously, and it is only on account of this reference to Brother Weist that we break our invariable rule and print it. "E. H. H." has presumably heard an *ex parte* or untrue history of the matter. So far as the insurance is concerned, Mrs. Weist has no more claim upon the Benefit Department than the widow of a person who was never a member of it. Brother Weist forfeited his membership in the Benefit Department almost a year before his death, and the officers of the Order have no right, moral or legal, to pay his widow any benefit. They have just as much right to pay Mrs. Weist \$2,500 from the general fund of the Order and assess 2,500 members of the Order who are not members of the Benefit Department \$1 each to make it as they have to pay it from the funds of the Benefit Department and assess its members for it. That Mrs. Weist has a claim upon the Order at large is true—that is, if she is needy—but it is manifestly unfair and unjust that members of the Order who are not members of the Benefit Department should expect those who have taken the precaution and wise foresight to make a provision for their loved ones, to care for and support all the needy widows and orphans of those who do not make the provision. That these widows and orphans are a sacred charge upon the Order will not be questioned by any one, but when the matter is fairly and impartially considered, the only conclusion that can be arrived at is that those who are not members of the Benefit Department are, if anything, under more obligations in this respect than those who are members. There are many members of the Benefit Department who are obliged to deny themselves many

things, and in many cases, to the personal knowledge of the writer, they deny themselves and families necessities, in order to pay their assessments. Will "E. H. H." or any one else claim that it is just to tax these members an extra dollar for every needy case, and let those who have made no provision, so far as the Order is concerned, to secure their widows and orphans from being dependent upon charity go free of expense? It is true that Brother Weist had at one time been a member of the Benefit Department, and perhaps did not intend to forfeit his membership; but the fact remains that he did forfeit his membership, and thereby any claim upon the Benefit Department or upon its members any more than the general claim upon all members of the Order. It is impossible for any association or company of any kind to do a life insurance business upon "intentions," no matter how sincere those intentions may be, and there are hundreds of just such cases where claims would be made against the Benefit Department if it did business in that way. There is now pending a suit against the Department by the widow of a member who, three months or more before he was killed, avowed his intention to "drop the insurance," did drop it by non-payment of assessments, yet his widow now sues the Department, claiming that he did not intend to forfeit his membership and that payment was offered.

The claim is made in behalf of Brother Weist that notices were not received, and for that reason he was not to blame for forfeiting. The law distinctly states that the duty of the Department is fulfilled when a properly addressed notice is placed in the postoffice, with postage prepaid, and this is the only way in which it is possible for any assessment association to do business at all. Brother Weist knew that a notice was issued regularly every month, and when a month passed without bringing him a notice, he should have investigated. Further than that, it is not claimed

that any other assessment notice than that of Nos. 98, 99 and 100 failed to reach him; yet a notice of Nos. 101, 102 and 103 was mailed December 31, 1887, and after its receipt he had until December 31 to pay 98, 99 and 100, yet no remittance was made until late in February, long after his membership was also forfeited on account of non-payment of Nos. 101, 102 and 103. The claim was taken to the Grand Division by Division 97, and that body passed upon it. The officers of the Order are powerless to pay this or any similar claim. The members of the Department, through their delegates to the Grand Division, can do it if they choose, or the members of the Order, through their delegates, can give Mrs. Weist \$2,500 or any other sum that they see fit; but it should be distinctly understood that this lady has no just or equitable claim upon the Benefit Department, and that if \$2,500 is paid her by the Department it is a gift pure and simple. The only claim that she has is as the widow of a member of the Order, and, as stated above, that claim is as much, and if anything more, upon those who are not members of the insurance than upon those who are. There is too much indiscriminate censure of the Benefit Department from members who know but little of the real facts, and too ready credence given by members to idle reports against the insurance. Every one of the grand officers stands ready to aid Mrs. Weist or any Brother's widow, but they can not and will not wrong the members of the Department and violate their obligations by approving any claim which is so plainly without foundation as this one; and in writing of it, we do not wish to be understood as inferring in the slightest degree that Mrs. Weist has any intention of wronging the Department or the members of the Order. From letters on file in this office from the lady, we are fully satisfied that she is sincere in her belief that her claim is a just one, but the honesty of her purpose is not sufficient excuse for the allowance of the claim by the officers of the Department. The officers of the Order who have to do with the matter of claims always give the benefit of every possible doubt to the claimant, and we have paid a number of cases where there was no legal claim whatever upon the Department, as will be patent to any member who will take the trouble to investigate. Let every member be just to the insurance and to the officers who are obliged to pass upon claims, and not censure either the Department or the officers for what is clearly negligence on the part of members themselves.

MAKE HASTE SLOWLY.

One of the favorite arguments with some of those who insist that nothing in the shape of federation is permissible except the general plan now

in existence between the organizations composing the United Order of Railway Employés is that in system federation there is nothing to compel the support of members on other roads, and that in case of a strike on any road, those interested must depend wholly upon the good will and sympathy of the members on other roads; that in case of a strike on one road it could turn over its business to another road, and if the employés of that road felt so disposed they might refuse to handle it, but on the contrary they might handle it and defeat the strikers, and no one could prevent them; while in case of any strike on the part of those composing the Supreme Council, "if we don't get satisfaction we pull 'em out, and if another road attempts to aid them we pull 'em out there, and so on until they are all out." This to some may seem a very attractive showing, but THE CONDUCTOR wishes to utter a word of warning that it hopes will be given due consideration, not only by members of the Order, but by members of other organizations as well. If ever the day comes that requires a sympathetic strike on the part of organizations of railway employés, and such sympathetic strike extends very much beyond the original strike, that day marks the commencement of a downward movement on the part of such organizations. We reproduce from the *Sioux City Journal* an article copied from the *Inter Ocean* with a brief comment, and we believe that this article contains much that is worthy of consideration by the members of all organizations, and that it should be a warning to those who are disposed to "pull 'em all out," or to even talk of so doing. The employés on any railway have, as a rule, the sympathy of the public if their cause is at all just, but human nature is very frail when self-interest is touched, and it is our belief that in case of any extended strike, spreading over any large territory, the result would be the public "ferninst" it, and legislation that would cripple the organizations largely. It certainly cannot be expected that the public will submit to any general stoppage of traffic in the United States for the redress of the employés of any road, no matter how serious or grievous their troubles are, and any threats of anything of the kind will simply prepare the public and their law-makers for quick and decided action should the occasion ever come.

We believe the assertion as to the support of members of organizations on other roads being wholly voluntary is incorrect, but must admit that at present it is true of the Order. At the same time, we believe that even under the present condition of things there would be no difficulty on account of want of support from members of the Order in any reasonable instance. This matter of federation and its consequences, both probable

and possible, is a serious one, and should be maturely considered; and whatever result may be finally arrived at, we believe the Supreme Council and all others interested should condemn the sympathetic strike, or any idea of a general strike from any cause.

That federation will decrease, if not entirely prevent, strikes can hardly be contradicted; but in the event of any organization or federated organizations being compelled to engage in a strike for what they believe to be just and right, and that strike shall be contested vigorously enough to require a general cessation of traffic, we believe that it will be by all means best for those organizations to submit to injustice rather than take the risk of legislation that would for a time, at least, deprive us of influence and power, while submission to manifest injustice rather than cause wholesale injury and deprivation to the public would in the end redound to the benefit of organized labor. "All things come to him who waits," and patience, perseverance and unity will bring justice in the end, while haste and impatience are very likely to bring disappointment and defeat.

SHALL WE HAVE A BUILDING?

When the writer first began to talk of a building to be erected, owned and controlled by the Order or its members, he was called visionary and found few, very few supporters. Later it was denounced as a "scheme" and still later, when it was learned that the reputation of the Order was such that cities were willing to give nearly one half of the proposed value of the building to secure its location, it found a large number of supporters and at Denver was adopted by a very large majority. Starting with what seemed to be assured success, distrust was created by dissensions among members of the Order at the city selected and as a result, subscriptions to the stock were withdrawn and primarily on account of those dissensions, secondarily on account of a general feeling of dissatisfaction among members of the Order, the matter dragged along until the offer made for the location was withdrawn. That cities are still willing to offer inducements for the location of a building is proven by the fact that one city sent a man to Rochester merely on the possibility that the matter would be taken up and decided there. That the erection of a building by the Order would be of lasting benefit in many ways and prove a source of revenue to the Order, is, we think, the candid opinion of a large majority of our members. The only real question to be determined, is, we believe, whether the building shall be erected by a stock company or by the Order itself. That our opinion in regard to the

advisability of such a building is shared by those who are not members of the Order, is evidenced by the fact that Grand Master Sargent, of the B. of L. F., recommends in his annual report, the erection of a building by that association to cost not less than \$150,000. It is doubtful if the firemen will adopt the recommendation at this session as such a project is one that can hardly be expected to be acted upon without a year or more of consideration and discussion among the members. We sincerely hope that they will have the foresight to adopt it immediately though, for next to seeing an Order building, we would be gratified to see one of our sister associations own one, and we believe that the wisdom of Mr. Sargent will be verified if they will proceed immediately to build. Meantime, members of the Order, let us try again; consider the matter well between now and next May; use the columns of the CONDUCTOR to discuss it in all its bearings; more than one city stands ready to compete for the location of such a building and to guarantee us a revenue from it. Fifteen dollars per member will erect a magnificent monument to the energy and ability of the conductors of America; one dollar per month for fifteen months, and it would probably require that length of time to erect such a building, and who cannot put aside one dollar per month? We believe the stock plan to be the best for the present, giving the Order an option on the stock but if the members prefer some other plan, we are willing to yield our personal preference and give any plan selected a hearty support.

FEDERATION AGAIN.

We publish in this issue, a portion of a communication from Brother Marr of 115, on the above subject and must apologize to the Brother for Marr-ing his letter by omitting a portion of it, which we were forced to do on account of want of space.

It is not our purpose to make any reply to Brother Marr as we prefer to leave the discussion to members, and hope that it will be continued, and that Brother Marr will "come again", but we wish to correct one point in regard to which Brother M. is palpably in error. He thinks there would be no getting along with many of those who are members of the different organizations as they would be continually embroiling the federated organizations in trouble. That there are members of organizations that are ever ready to strike upon a very slight pretext, has been thoroughly demonstrated by the experience of the past few weeks, but it has also been demonstrated that the switchmen, for instance, have not been able to even embroil their

own organization in their causeless "ructions," the officers of that organization having acted with good judgment and refused to permit the organization to be involved. If the officers of any one organization, possess the necessary good judgment and fairness to hold that one organization aloof from the petty and causeless troubles of its turbulent members, there is certainly little danger of a number of organizations being involved in any such quarrel, while it requires a unanimous vote of all the organizations interested to order a strike, and where in any such case, the officers of all organizations except the one making complaint, would occupy the position of disinterested judges. In citing the switchmen, we have no intent to reflect upon that organization, or to infer that it is more likely than any other to make disturbances, but simply because it offers a case in point. There is no organization that does not have members that need to be restrained, and the Order is no exception to the rule, and as we have heretofore stated, we believe that it will be found necessary to adopt some law to restrain those described in Brother Marr's letter, who are of us. Before such members can involve any federated organizations in trouble, though, they must become numerous enough to elect officers who are incapable of using the necessary firmness and ability to properly fill such a position.

TRAIN WRECKING.

For some time past, there has been frequent report of attempts to wreck N. Y. C. trains, and in one instance a passenger train was wrecked by something, though fortunately no lives were lost, and five strikers are under arrest for causing the wreck. If the five men are fairly proven guilty, the law does not prescribe any adequate punishment. Hanging is altogether too good for anyone who will make an attempt to wreck a railway train and when wretches in the shape of human beings undertake it for the simple purpose of revenge upon the company which has defeated them, language is inadequate to express the contempt in which they should be held. The men so charged, are, however, entitled to a fair trial before being adjudged guilty, and they should not be condemned in a Pinkerton court nor on account of any alleged confession to "Bob" or "Bill" Pinkerton. Neither should the knights of labor be convicted by the press and public opinion until there is reason for it; under the circumstances, the knights must suffer from any attempt by any one to injure the N. Y. C. road, and unless they act energetically, they must expect the odium of such acts to rest upon them. Should evidence show that the association is connected with any such

attempt, or should it fail to promptly discipline any of its members or assemblies who may possibly be shown to have any connection therewith, THE CONDUCTOR will be as prompt to condemn that association as it is any individual wretch who may be shown to be guilty, but there must be better evidence to show the guilt of any one, than the proclamations of Pinkertons, and if it shall prove that these men have been unjustly accused, the knights of labor as an association, owe it to them to teach "Bob" and "Bill" a lesson that will possibly be of benefit to them in the future. A fact that should lead the public to be very slow to credit all the reports that are published, is the exposure of the Pinkerton conspiracy in the last CONDUCTOR where the valorous guard reported themselves as being locked in a switch house while the track was being blockaded, and the latter story told by Tim Dunwoody, who seems to have been an apt scholar of the Pinkertons, of how he found rails wedged in a cattle-guard, and was numerous shot at when he attempted to remove them, and which investigation showed to be but "the baseless fabric of a dream" of notoriety, reward and wealth for the noble Dunwoody.

RAILWAY LAW IN OHIO.

It may not be generally known that Ohio has a law compelling railways to pay for "overtime" after ten hours but such is the fact. We publish the law clipped from the *B. of L. E. Journal*:

AN ACT

To provide against accidents on railroads and limit the hours of service.

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That no company operating a railroad over thirty miles in length, in whole or in part, within this State, shall permit or require any conductor, engineer, fireman or brakeman or any trainman who has worked in his respective capacity for twenty-four consecutive hours, except in case of casualty, to again go on duty or perform any work until he has had at least eight hours' rest. Ten hours' labor shall constitute a day's work, and for every hour in excess of said ten hours' work that any conductor, engineer, fireman, brakeman or any trainman of a company, who works under directions of a superior, or at the request of the company, shall be required or permitted to work, he shall be paid for said extra services in addition to his per diem.

SECTION 2. Any company which violates or permits to be violated any of the provisions of the preceding section, or any officer, agent or employee who violates or permits to be violated any of the provisions of the preceding section, shall be fined not less than one hundred dollars, nor more than one hundred and fifty dollars.

SECTION 3. This act shall take effect upon its passage.

Passed March 26th, 1890. [See Ohio Laws, Vol. 87, page 112.]

How many Ohio railways are complying with the above?

RAILWAY OFFICERS AND INTOXICANTS.

Under the head of "Where Drink is Outlawed" we publish an article which is being widely quoted as showing the immense influence of railways in favor of temperance, and giving them credit for the improvement in that respect among railway employés. We do not propose to question in the least the "prohibitory" orders issued by any railroad, but we do question the assumption, from these orders, that the railways have been of any material influence in promoting temperance among employés. These rules are made for just the purpose for which they have been used by the press: that is for "show." Like many other rules they are for the protection of the companies and the delusion of the public. This is a rather serious assertion, but we believe it to be true. The press will search in vain for an order on any railroad in the United States prohibiting its officers from indulging in alcoholic drinks, and although officers are just as much employés as the engineer, conductor or section man, the orders are never construed to mean them. Further, the press will not have to search very far to find numerous railway officers who, as the editor of the *Sioux City Journal* is said to do, preach prohibition but do not practice it. We do not wish to be understood as accusing Mr. Perkins of the *Journal* of intemperance, but he is accused of indulging in spiritous drinks occasionally, and is it so much worse for the employé to indulge in cheap whisky than for the officer or influential editor to indulge in expensive wine or high-priced whisky? These prohibitory orders by railway officers who fail to include themselves in the prohibition, are very much like the prohibitory laws of some of our states; they simply create a feeling of opposition, the effect of which tends to increase the consumption of liquor. No one should understand THE CONDUCTOR as apologizing for the use of intoxicants by railway employés. We condemn the use of liquor, and particularly its use by those who have anything whatever to do with the movement of trains, but we do object most strenuously to the idea that railway officers are so much above ordinary people that they need no restriction, and that were it not for their orders against it, the employés would be a set of drunken vagabonds. The *Journal* quotes in its article a list of fifty-six roads that prohibit the use of intoxicants by employés, and yet of this fifty-six, a large majority are engaged in the business of selling liquor, and were it necessary, THE CONDUCTOR could name several officers who occasionally,

and some of them frequently, become intoxicated. We find the notorious Reading quoted in this article as a road that forbids the use of liquor. It is but a short time ago that this pharisaical corporation issued an order that its employés must not use liquor at any time, on or off duty, and that any one who did so would be dismissed. The press and citizens generally along the line of the road, and particularly in Philadelphia, who knew something of the road and its employés, made it so exceedingly warm for the officers who issued the order, that they were very glad to withdraw it. To those who are at all acquainted with this company and who know something of the evidence before the congressional investigating committee, this attempt to assume to itself virtues by discrediting or endeavoring to discredit thousands of honest, temperate, laborers, was pharisaical in the extreme.

That there has been a great change among railway employés in the past twenty years no one will pretend to deny, but that it has been brought about or influenced by prohibitory orders from those who engage in the sale of liquor for the profit in it, is we believe untrue. The improvement we believe, is wholly and solely due to the employés themselves and the influence of their organizations, and as we have already said, these orders are merely for the delusion of the public. It is a noticeable fact that while the railways running through states that have prohibitory laws, complied with those laws up to the time of the famous "original package decision," they all recommenced the sale of liquor in those states, or at least in Iowa, as soon as that decision was made. These "orders" are just on a par with an order that might be issued by a saloon keeper to his bar-tender, prohibiting him from using liquor, and a statement that drink was outlawed in saloons where such an "order" had been made, would be just as consistent as the title to the article quoted.

Some of our railways are not waiting for the passage of a compulsory safety appliance law, and among those which are foremost in safety equipment is the Queen and Crescent route which is adding to its equipment two hundred new cars with automatic couplers and air brakes. These cars are being built by the Elliot Car Works of Gadsden, Ala., and are to be used in transporting fruit. All freight cars on that line when sent to the shops for repairs, are equipped with automatic couplers and air brakes before being returned to service.

The secretary of Division No. 96 would like to hear from Brother W. W. McIntyre of that division.

The S. M. A. A. re-elected Grand Master Sweeny and Vice-Grand Master Downey at Buffalo, and made Mr. John A. Hall, editor and manager of the *Journal*.

The B. of R. C. at its recent convention re-elected Geo. W. Howard, Grand Chief Conductor, selected Toledo as its headquarters and Jacksonville as its next place of meeting.

F. A. Webber, where are you? Though "lost to sight" (and hearing) you are still "to memory dear," and all the boys at Wilmington would be glad to hear from you, particularly the secretary of 224.

Grand Master Sargent reports that the membership of the B. of L. F. is 19,000; that they have \$63,000 in their insurance fund, and that \$459,000 was raised by assessment to support their members in the "Q" strike.

We are under obligations to Brothers for copies of the new schedules of pay for the C. & O., C. & A., S. A. & A. P. and Pacific system S. P. railways which will be published as fast as we can find room for them.

The committee representing the members of the Order who arranged the schedule with the San Antonio & Aransas Pass railway, wish to extend their thanks to Division No. 76 for favors received and assistance rendered.

A union meeting will be held at Atlanta, Georgia, Sunday, October 26, and the committee of arrangements will be glad to welcome a thousand members. The meeting is to be held in Odd Fellows hall, corner of Alabama and Whitehall streets, at 10:00 a. m. The committee have arranged with the Directors of the Piedmont Exposition for a special "Railroad Men's Day," and it

is earnestly requested that all members who can possibly do so, will arrive on the morning of Saturday 25th, or earlier in order to attend the exposition on that day.

A circular dated September 1 gives notice of the appointment of F. J. Easley as trainmaster of the Rio Grande division of the "Santa Fé," with office at San Marcial. Frank is one of the old reliable members of No. 70 at Las Vegas.

Brother F. E. Langdon fell from a train on the South Pacific Coast Railway on the 11th instant, and sustained injuries so severe that he died the next day. Division 91 and the Order lose a good member by the death of Brother Langdon.

For generous hospitality extended, the Grand Senior Conductor feels indebted to Brother Arnold of Taylor, Texas, and Robinson of Aberdeen, S. Dak., and their better halves, who contributed largely to make his stay in those places pleasant.

A genius in Mattoon, Ills. has a scheme for an organization of all railway employes into one association, including telegraphers, trackmen and others to be governed by a "supreme council," and divided into local divisions and state bodies.

Chauncey has arrived home, and compliments Webb on his management of the Central during the strike, which will probably put an end to the visionary stories that the whole matter was a scheme to boom the former as a candidate for the Presidency.

A correspondent says that we have failed to note the promotion of two worthy Brothers, W. A. Mills and W. L. Park. The Brother will find a notice of the appointment of Brother Park as assistant superintendent of the Nebraska Division of the U. P. on page 633 of *THE CONDUCTOR*, and if someone had sent us a notice of the appointment of Brother Mills, we would gladly have given it space long ago. Brother Mills was appointed trainmaster of the Mountain Division

with headquarters at Laramie on July 1st. The company gets an excellent officer, the employes will have a courteous, gentlemanly official to deal with who will always give them justice; and Division 128 loses a good secretary, and the fact that we have been unable to hear from Division No. 128 for some time past is now fully accounted for.

Brother A. P. Clayton, formerly a Badger state conductor and yet a member of Division 82, is now superintendent of construction on the Tacoma, Olympia & Gray's Harbor road at Centralia, Wash., and wants THE CONDUCTOR there. If it don't reach you promptly, let us know Brother C.

The secretary of Division No. 89 writes that he has addressed several communications to Brothers J. B. Wilstach and J. H. Stewart, the former of Sealy, Texas, and the latter of Earlington, Ky., but can't hear from either one. They are requested to communicate with him at once.

The American Federation of Labor requests the members of labor associations to withhold any patronage from the Anheuser-Busch and the Wm. Lemp Brewing Companies. We would add to that the suggestion that such members boycott *all* breweries, and believe they will be the better for it.

We are just in receipt of information that Brother Blackburn, the efficient secretary of Division No. 138, had the misfortune to break his leg some time in July. We are not informed how the accident occurred, but hope that Brother B. is nearly able to resume his duties.

The members of the B. of L. E. and the O. of R. C. employed on the C. & N. W. and proprietary and leased lines, have formed an alliance that will we believe be mutually beneficial. Herman E. Wills, a popular and widely known member of the B. of L. E. is chairman of the joint committee, and W. B. Parkin of Division 34 of the Order, is its secretary.

A dispatch from Philadelphia gives the cheering news that the salary of the underpaid and overworked president of the Philadelphia & Reading has been increased so that hereafter he can enjoy some of the comforts of life and need not practice quite so much self-denial. He is to receive \$3,333.33⅓ per month, or \$40,000 per year, and this is said to be the largest salary paid to any railway president in the United States except the \$50,000 per year which the Central pays Depew. It is reasonably apparent that the net revenue

of \$10,348 per mile reported by the P. & R. was not made by cutting the salary of its president, and it should be remembered that this road pays its conductors less than the average pay of brakemen, and that the average pay of its freight conductors is *less than one-half* the average pay of brakemen on many of the western roads.

Our genial friend Ed. Ludington has left the future great of the Northwest (Sioux City) and hid himself eastward again. Ed. takes the position of general yardmaster of the N. Y., O. & W. at Hancock, N. Y., and as he is one of those who makes friends everywhere, it's needless for us to wish him success. He leaves many friends as a result of his sojourn in Iowa.

Readers of THE CONDUCTOR and particularly members of the Order, should not, as some seem to have done, mistake opinions and statements of correspondents, or items of news for statements of THE CONDUCTOR. We print such items of news as we think will be interesting to members, as news merely; communications give the opinions of the writers only, and in no case is THE CONDUCTOR responsible for them.

THE CONDUCTOR acknowledges with sincere thanks, an invitation to attend the opening exercises of the Seventh Annual Convention of the B. of R. T. to be held in Los Angeles, California, Monday, October 20th, and we regret exceedingly that business will prevent our acceptance. The boys have our best wishes for a successful and profitable convention, and we bespeak for them from our members in that vicinity, a cordial reception.

A Cincinnati reader of THE CONDUCTOR calls attention to an important omission in the cut on page 641 of the Sept. 15th issue. He says "the conductor should be on the rear end of the train." That we are not in a position to question the correction will be apparent to all when we state that the present Mrs. Daniels was "the postmaster's assistant" at a country station fifteen years ago, and we can distinctly remember that "the conductor" of one train was always on the rear end passing that station, though the rear car was a "caboose" instead of a coach.

We are in receipt of No. 1, of of "Free Russia, the organ of the English Society of Friends of Russian Freedom, published in New York and London. That there is urgent need of reforms in the Russian government is probably apparent to all, and while we would be glad to see such reforms and would welcome them in Russia or else-

where, we cannot but think that there is ample ground for American philanthropists right here at home, and that it would be well for us to do a little reforming ourselves before undertaking to meddle with Russia or any other foreign country.

Brother Garrettson wishes to return thanks for many favors on the occasion of the organization at Osawatomie, Kas., and Taylor, Texas, to Superintendent Dunaway of the Mo. Pac., train master J. J. Gove of the M. K. & T., and train master T. Hume of the I. & G. N.; the above gentlemen arranged to have conductors present and furnished transportation for attending members. For the organization at Aberdeen, So. Dak. the C. & N. W. ran a special train from Huron, and the favor is appreciated by the new division.

August 21st, a letter came to this office which to date we have been unable to read; it is a stenographic letter, written, evidently by a master hand in the art who has arrived at the mature age of three or four years. The envelope bears two postmarks, both Englewood, Illinois, Post Office, one dated August 17 and the other August 20. If any member or the Benefit Department in Englewood is wondering why he does not get a receipt for the remittance he thinks he sent about that time this will explain to him that he left it where "the kid" found it and he or she probably took out the contents, inserted the letter above referred to and left it on the desk where paterfamilias found it, scolded the little one a trifle for the hieroglyphics on the envelope and sealed and mailed it without looking inside.

A friend sends a note criticising THE CONDUCTOR for errors, it makes in the last number in regard to Webb of the N. Y. C., and says that H. Walter is not the Webb who went to Alaska, nor is he the son-in-law of Vanderbilt. If our critic had perused THE CONDUCTOR a trifle less hastily, he would have discovered that we did not accuse Mr. Webb of going to Alaska, and the reference to an Alaskan trip by the *St. Thomas Journal* is the first that we had heard of it. Neither has THE CONDUCTOR accused Mr. Webb of being a son-in-law of Vanderbilt. Dr. Seward Webb, president of the Wagner Company, is a son-in-law of Vanderbilt, and H. Walter Webb, vice-president of the Wagner Company and third vice-president of the N. Y. C., is, if our information is correct, as we believe it to be, the brother of Dr. Seward Webb, and consequently the brother of the son-in-law of Vanderbilt, exactly as stated in THE CONDUCTOR. He may have been a student of the railway question and a clerk in the N. Y. C. operating department, as stated

by our critic, but we are nevertheless of the opinion that he owes his position to relationship rather than to the knowledge and experience gained as either a "lawyer and stock broker," or "three or four years" as a "student and clerk."

One of those sad occurrences that casts a shadow of grief over a multitude of friends was the death by his own hand of Brother Thomas L. Fleming, of Division 105. Brother Fleming left his train on the Q. & C. Railway to fill the position of treasurer of Madison parish. Respected and loved by all who knew him, he was rigidly upright, and his death cannot be traced, as in some other cases, to any discrepancy in accounts but from ill health. No suspicion of dishonesty attaches to the unfortunate Brother who went thus prematurely to his grave. Brother Fleming's wife died about a year ago, and her loss has affected him greatly, and this, in connection with his sufferings from illness, undoubtedly prompted the fatal action. He leaves children, who will receive the benefit on his certificate of membership in the Benefit Department.

There are couplers and couplers, and as for patents on couplers, they are reckoned by the thousand; but it remained for a citizen of Cedar Rapids, an old engineer and practical mechanic, to invent the coupler that in our opinion is to take precedence of all others of the hook type. Mr. Dyer Williams entered the employ of the N. Y. C. forty-eight years ago, and was for year some of its best engineers. For a number of years past, he has been a resident of Cedar Rapids, and the proprietor of a machine shop. When the law requiring railway companies in Iowa to equip their stock with automatic couplers was adopted, the B. C. R. & N. among others began investigating the coupler question in order to select the best there seemed to be some serious defect with all that were examined, and Mr. Williams made up his mind to have a try at it. The coupler itself is simply the M. C. B. pattern, and the improvement is in the locking device, which is simply a triangular piece of iron which slides backward and up on an incline when the couplers engage and drops back to its place as soon as the rear arm of the knuckle is past it. Its action is by gravity alone, certain and secure, and there is but one piece of cast iron weighing about seven pounds, if by any mischance it should be broken, all that is necessary is to disengage the rod attached for uncoupling, slip it out of the draft iron and put in another. In actual service, it is found to work better than the model and one advantage that has been shown by actual experiment, is that when a draft-iron is pulled out, it will not drop down on the track as when it is pulled forward, the locking block is raised permitting it to uncouple and it remains nearly in place.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., OCTOBER 15, 1890.

NO. 20.



AN HOSPITABLE JAILER.

From a stirring article of adventure, "A Hard Road to Travel Out of Dixie," written and illustrated by Lieut. W. H. Shelton in the October *Century* we quote the following:

"At Greenville we were lodged in the county jail to await the reconstruction of railway bridges, when we were to be transported to Columbia. The jail was a stone structure, two stories in height, with halls through the center on both floors and square rooms on each side. The lock was turned on our little party of six in one of these upper rooms, having two grated windows looking down on the walk. Through the door which opened on the hall a square hole was cut as high as one's face and large enough to admit the passage of a plate. Aside from the rigor of our confinement we were treated with marked kindness. We had scarcely walked about our dungeon before the jailer's daughters were at the door with their autograph albums. In a few days we were playing draughts and reading Bulwer, while the girls, without, were preparing our food and knitting for us warm new stockings. Notwithstanding all these attentions, we were ungratefully discontented. At the end of the first week we were joined by seven enlisted men, Ohio boys, who like ourselves had been found at large in the mountains. From one of these new arrivals we procured

a case-knife and a gun screwdriver. Down on the hearth before the fire the screwdriver was placed on the thick edge of the knife and belabored with a beef-bone until a few inches of its back were converted into a rude saw. The grate in the window was formed of cast-iron bars, passing perpendicularly through wrought-iron plates bedded in the stone jambs. If one of these perpendicular bars, an inch and a half square, could be cut through, the plates might be easily bent so as to permit the egress of a man. With this end in view we cautiously began operations. Outside of the bars a piece of carpet had been stretched to keep out the raw wind, and behind this we worked with safety. An hour's toil produced but a few feathery fillings on the horizontal plate, but many hands make light work, and steadily the cut grew deeper. We recalled the adventures of Claud Duval, Dick Turpin, and Sixteen-string Jack, and sawed away. During the available hours of three days and throughout one entire night the blade of steel was worrying, rasping, eating the iron bar. At last the grosser yielded to the temper and persistence of the finer metal. It was Saturday night when the toilsome cut was completed, and preparations were already under way for a speedy departure. The jail had always been regarded as too secure to require a military guard, although

soldiers were quartered in the town; besides, the night was so cold that a crust had formed on the snow, and both citizens and soldiers, unused to such extreme weather, would be likely to remain indoors. For greater secrecy of movement, we divided into small parties, aiming to traverse different roads. I was to go with my former companion, Captain Smith. Lots were cast to determine the order of our going. First exit was allotted to four of the Ohio soldiers. Made fast to the grating outside were a bit of rope and strip of blankets, along which to descend. Our room was immediately over that of the jailer and his sleeping family, and beneath our opening was a window, which each man must pass in his descent. At eleven o'clock the exodus began. The first man was passed through the bars amid a suppressed buzz of whispered cautions. His boots were handed after him in a haversack. The rest of us, pressing our faces to the frosty grating, listened breathlessly for the success of the movement we could no longer see. Suddenly there was a crash, and in the midst of mutterings of anger we snatched in the rag ladder and restored the piece of carpeting to its place outside the bars. Our pioneer had hurt his hand against the rough stones, and, floundering in mid-air, had dashed his leg through sash and glass of the window below. We could see nothing of his further movements, but soon discovered the jailer standing in the door, looking up and down the street, seemingly in the dark as to where the crash came from. At last, wearied and worried and disappointed, we lay down in our blankets upon the hard floor.

"At daylight we were awakened by the voice of Miss Emma at the hole in the door. 'Who got out last night?' 'Welty.' 'Well, you was fools you didn't all go; pap wouldn't 'a' stopped you.' If you'll keep the break concealed until to-night we'll let you all out.' The secret of the extreme kindness of our keepers was explained. The jailer, a loyalist, retained his position as a civil detail, thus protecting himself and sons from conscription. Welty had been taken in the night before, his bruises had been anointed, and he had been provisioned for the journey.

"We spent the day repairing our clothing and preparing for the road. My long-heeled cowhides, 'wife's shoes,' for which I had exchanged a uniform waistcoat with a cotton-wooled old darkey on the banks

of the Saluda, were about parting soles from the uppers, and I kept the twain together by winding my feet with stout cords. At supper an extra ration was given us. As soon as it was dark the old jailer appeared among us and gave us a minute description of the different roads leading west into the mountains, warning us of certain dangers. At eleven o'clock Miss Emma came with the great keys, and we followed her, in single file, down the stairs and out into the back yard of the jail. From the broken gratings in front, the bit of rope and strips of blanket were left dangling in the wind."

Playing "Rip" in the Catskills.

There is in the village of Catskill a Rip Van Winkle Club. This society did me the honor to invite me to act the character in their town. I accepted, and when I arrived was met by the worthy president and other members of the club, among whom was young Nicholas Vedder, who claimed to be a lineal descendant of the original "old Nick." Emulating the spirit of evolution, the citizens had turned the skating-rink into a theatre, and a very respectable-looking establishment it made, though in its transition state the marks of rollers did "cling to it still." I was taking a cup of tea at the table in the hotel when I was attracted to the colored waiter, who was giving a graphic and detailed account of this legend of the Catskill Mountains to one of the boarders who sat nearly opposite to me.

"Yes, sah," he continued; "Rip went up into de mountains, slep' for twenty years, and den he come back hyar in dis berry town his own folks didn't know him."

"Why," said his listener, "you don't believe the story's true?"

"True? Ob course it is. Why," pointing to me, "dat's de man."

The town was filled with farmers and their wives who had come from far and near to see the opening of the new theater, and also, I think I may say, to see for the first time the story which Washington Irving had laid almost at their very doors.

As I drove to the theater the rain came down in torrents, the thunder rolled and the lightning played around the peaks of the distant mountains under the very shadow of which I was to act the play. It gave me a very strange sensation. When I got to the theater I could scarcely get in

the crowd was so great about the door—countrymen trying to get into the ticket office instead of the proper entrance, and anxious and incredulous old ladies endeavoring to squeeze past the door-keeper but refusing to give up their tickets. The rush over, the play began. The audience was intent on the scene as it progressed and seemed anxious not to lose a word. During the scene in the last act where *Rip* inquires of the inn-keeper, "Is this the village of Falling Water?" I altered the text and substituted the correct name, "Is this the village of Catskill?" The crowded house almost held its breath. The name of the village seemed to bring the scene home to every man, woman, and child that was looking at it. From this time on the interest was at its full tension. Surely I had never seen an audience so struck with the play before.

There was a reception held at the club after the play, and the worthy president in introducing me to the company was so nervous that he announced me as "Mr. Washington Irving."—Joseph Jefferson, in the *October Century*.

The Utilization of Niagara Falls.

A contract was awarded on September 13 to Rogers & Clemens, of this city, to construct a tunnel parallel to Niagara River for the Cataract Construction Company. The consideration involved is not announced. A bond in the sum of \$300,000 has been executed by the firm. Work will be commenced immediately, and must be finished in January, 1892. In 1886 the Niagara River Hydraulic Power Server Company was incorporated by a special act of the State Legislature. At various times the charter was amended and the name finally changed to that of "The Niagara Falls Power Company." In July, 1889, this company awarded the Cataract Construction Company the contract to construct at Niagara Falls works which will develop 119,000 horse power. Since that time the contractor has been preparing plans and specifications for the work. The sub-contract just awarded is the first decided move which proves to the public that the preliminaries are nearly finished, and that it is certain the works are to be built. At the present time the contractor has a commission in Europe studying plans of plants of a similar nature, with a view of ascertaining the most practical method of constructing the Niagara plant.

Up to date plans for any portion of the plant, excepting the tunnel, have not been adopted. Consequently the manner of connecting the tunnel with the upper river is not known. There will, however, be a canal either with or without a series of transverse surface conduits, which will conduct the water to penstocks and thence upon turbine wheels. The tunnel, which is to be merely a tail race, will receive the water from the turbines conducting it below the falls. The details upon which this tunnel is to be constructed are at hand. It is to start at a point below the falls under the suspension bridge, extending through the rock to the upper river to a point 6,700 feet from its mouth, where a head of 120 feet will be obtained. It will be 28½ feet high, 18 feet wide, with a semicircular top of 9 feet radius, and straight sides. The fall will be 36 feet to the mile.

The company owns 225 acres of land along the river suitable for mill sites, 75 acres under water adjacent to said land, and 1,100 acres lying back from the river about midway between LaSalle and Niagara Falls. It has been estimated that the flow of water over the falls amounts to 12,785,455 cubic feet a minute. To develop 119,000 horse power with a 120 foot fall would require but one-fifth of one per cent. of this volume. From these figures it will be seen that the power is almost inexhaustible. If this plant soon to be constructed, proves to be a success—and there is no reason to believe that it will not—the power now running to waste, reaching a figure almost beyond comprehension of the mind, can be utilized by additional plants of a similar nature.—*Eng. and Min. Jour.*

Pen Pictures.

BY LA CROSSE.

SAN ANTONIO, Texas. Sept. 5. 1890.

With a whistle, long and short and a great puffing and steaming; and that indescribable groaning, thrilling of the air-brakes, which would almost make you testify that a railroad car had a soul doomed to some terrible penance that it constantly protested against, the train stops and the porter calls out "San Antonio!" And we step out on the platform of a depot, whose appearance would never cause one a suspicion of the fact that it was one of the gate-ways to a city of fifty or sixty

thousand inhabitants. It is situated one mile from the city. We enter a "bus" about as long again as our northern "busses" and whose venerable aspect convinces you that it is not many centuries removed from Noah's ark. Drawn by four horses we go lumbering slowly up the street, whose appearance suggests the idea of a country villiage. But a sudden turn gives us a view that makes us imagine ourselves in old Mexico. Streets so narrow you could almost stand on one walk and shake hands with your friend on the opposite walk; the tall brick and stone buildings on each side, shadowing the streets until you wonder if the sun ever penetrated to the bottom. Another turn brings us to a more modern street tho' it is also quaint and foreign in its appearance. On we go, taking the rounds of every hotel on the route: at each one, the porter or clerk calls out the name of his house; if there are no passengers for him, the "bus" goes on to the next, to have the programme repeated as many times as there are hotels, until we reach the Hotel Maverick with its gentlemanly proprietors and employees. After a sojourn of two or three days we strike a boarding house—and right here to give you an idea of the color of the water of the San Antonio river, my little daughter came running in exclaiming "they have a lovely lawn back of the house, just as green". The lovely lawn proved to be the San Antonio river. The water of the San Pedro springs, the source of the river, are of the same peculiar bottle green. Both river and springs are clear as crystal, but warm and insipid to the taste as boiled water. As yet we have taken only a fleeting glance at the springs. Some enterprising person has enclosed the grounds and you enter by one or two ornamental gate-ways whose bastions are adorned with the national flag. During my brief visit I noticed a small botanical garden, a "zoo", an ice cream and dancing saloon, several pavillions and grottoes and the everlasting "merry go round". The grounds are intersected by small creeks leading from the springs and rendered picturesque by rustic bridges. The garden is full of old trees growing in quaint and fantastic shapes. San Antonio can truthfully boast of as fine a post office building as any city of its size in the union. The population consists of Mexicans, Negroes, Spaniards, Germans and Americans.

5-59.

Aha! There whistles Number One!

And down the tingling grade she grows
Tossing her cloud of tresses dun
Back on the twilight's fading rose.

A mile—a moment—and my Kate,
From years and half a world apart!
But now we'll smile at cheated Fate,
And keep our Kingdom of the Heart.

And—But the world is drowned in steam—
A volleying, billowing, deafening cloud—
And men there run, as in a dream,
And through the thunderous fog they crowd.

"An open switch," I heard one say;
An op—*But that's a wreck!* And she
A half-a-hundred yards away!
Ah, God! How ill from Fate we flee!

How cursed leaden drag my feet—
And yet the rest are far behind—
On, through that misty winding sheet,
My—Heaven! I know not *what*—to find.

H-h! That I tripped on moved and cried!
Ah! There she is! My Kate! my Kate!
Unscratched! And not a soul beside
Is lost, of all that living freight.

But while the grumbling travelers hie
To crowd the station with their fret,
Here, sweetheart, step a little by,
To thank the Saviour they forget.

Nay not in words—that dull ear strains
Not even to your music, Sweet!
For that poor clay in greasy jeans
There come the stretcher and the sheet.

But of your pure heart's purest give
To him the hungry Death that spied
Betimes himself to leap and live—
But stayed, and stopped the train and died!

And you dumb clinger to the dead—
Ay, weep for her who cannot! She
Upon the morrow should have wed
With him that brought you safe to me!
—CHARLES F. LUMMIS, in *October Scribner*

The Bloodiest Battle in History.

Jacksonville (Fla.) *Standard*: Several of our exchanges are discussing with various opinions "the bloodiest battle in history." It is recorded that Grant in one hour lost 10,000 killed and wounded at Cold Harbor, but he had nearly 100,000 to loose that number from—10 per cent. in sixty minutes. Gen. Hood, just before sunset, Nov. 30, 1860, moved about 12,000

Confederates, all told, against the strong breastworks at Franklin, Tenn., where his casualties were reported 6,800—or about 50 per cent. in twenty-five minutes.

At Franklin the Union Soldiers under Gen. Schofield were entrenched to the chin. A half-dozen forts belched their thunder from as many hill-tops—long lines of abatis, and cheveaux de frise impeded every assault—and all round the works shrapnel and grape swept down the Confederate ranks from fiery embrasures as our rapidly thinning lines advanced through an open field at shoulder arms.

The casualties of this little army may be estimated when it is stated that the Confederates lost thirteen Generals, killed, wounded and missing. Down this red valley of death rode no braver soldier than Gen. George W. Gordon—the youngest Brigadier in our Western army. We can see him in fancy now, as we saw him then for the first time, mounted on a fiery steed, his long hair swept backward by the breath of battle, as he rode into that maelstrom of iron hail. He went over the works and was captured. There fell, his noble breast pierced through, the invincible Pat Cleburne, the idol of his division as of his State. Gen. John Adams and his horse fell dead together across the enemy's breastworks. Gen. Thomas M. Scott was unhorsed by the explosion of a shell.

The reader will pardon the egotism (or the we-gotism) if the writer states that just twenty years afterwards, (November, 1884) he revisited the field of Franklin. There on the right still stood the old gin where gathered the central whirlwind of that November storm. Across the open fields leaning from the McGavock residence our doomed battalions marched. Along that line of fence beyond his house the brave ranks were formed. We looked backward across the tide of twenty fateful years, recalling the then light heart and thoughtless words of youthful ardor as we moved into the fight. We saw through a mist of unbidden tears the un-returning brave who, in the face of that leaden doom, with dauntless tread passed "over the perilous edge of battle to the harvest home of death"—swept in the twinkling of an eye from our sight forever into the shoreless gulf. We wondered as we sat there and recalled that terrible day how we could have been so thoughtless and unconcerned. As we formed in line to

move upon the foe youthful eyes flashed fire and downy cheeks flushed with the rapture of the coming fight. Ah, as we looked upon loved ones then for the last time, knowing that death lurked just over the hill, why did we not pause long enough to clasp one another in a long embrace!

Revisiting these sweeping plateaus which we had seen for the first time twenty years before, and only for a few minutes in the stormy charge, we could almost recall every spot passed over in the fight, as one gathers up the fragments of a broken dream. Surely yonder is the very spot where the writer fell. Here, without doubt, beneath this friendly oak the minie was cut from the flesh where "our friends, the enemy," had embedded it. We know this "surgeon's rendezvous" full well—for along this pathway we passed to the friendly shelter of Col. John McGavock's house. There it stands as it stood then—twenty years ago! How dear to the old "Rebel" heart is the name of Col. John McGavock and his family! How many torn and bleeding bodies were borne into his asylum. Through all the long night the good man assisted by his wife and daughters bent like ministering angels above the dying and the dead.

Everything they had (God bless them!) was devoted to their thousand deeds of mercy. But words lose their native force as in memory we go back to that night of their ceaseless ministrations.

In this room died Col. Nelson, of the Twelfth Louisiana. Both legs were crushed by a cannon ball and his bowels torn by iron grape. Poor fellow! Such agony for several hours few men ever endured. His eyes, through exhaustion caused by pain, sank deep back into his head before death came to his relief. "Give me forty grains of morphine," he called out all through the night, "give me forty grains of morphine and let me die. O, can't I die? Is it so I cannot die? My poor wife and child—my poor wife and child!"

Hard soldier as the writer then was, he went down the steps and far out beneath the stars to escape the prayers of the dying officer.

But to return. Over 50 per cent. of casualties in twenty-five minutes. Franklin was, indeed, the bloodiest battle of modern or ancient history.

Those who now talk so flippantly of another war perhaps had no experience of the first.

An Anecdote of Sheridan.

While the United States was engaged in the great civil war, France and Austria took advantage of our comparatively helpless condition to attempt the conquest of Mexico, with a view to construct a new empire there under Maximilian. General Grant was strongly opposed to this policy, and after Appomattox sent Sheridan with an army to the lower Rio Grande to observe the movements of the foreigners and to be in readiness to intervene whenever Congress gave permission.

An orderly woke the colonel soon after daylight one morning and urged him to go down to the bank of the river, as something remarkable was going on there. The colonel did so, and had the gratification of seeing a combat—it could hardly be called a battle—between the national troops, the adherents of Juarez, and the Mexicans who were serving under the banner of Maximilian and who were in possession of Matamoras. The object of the Juarez troops was, of course, to drive the enemy from Matamoras and hold the place, as, owing to its proximity to the United States forces, it was a very important point. Each side seemed to be fortified, and was engaged in a contest at long range, which was neither very exciting or destructive. The next morning the orderly came again and woke the colonel, and assured him that he would see some genuine fighting. The colonel hurried down to the bank, and there he saw the Juarez men leave their entrenchments, advance with the utmost interpedity, storm the works at Matamoras, and drive the adherents of Maximilian through the town and far beyond out into the open country. Of course, Sheridan could not send a force to the other side of the river without the authority of Congress and the War Department. That would be an unheard-of proceeding. What he did do was to give one of his brigades a leave of absence, and that settled the question so far as Matamoras was concerned.—From *The Century* for October.

His Text.

Probably no class of men can compare with the clergy in providing stories for the common stock of literature. If any one doubts this, he has only to listen to a group of preachers on some social occasion.

The late Dr. Ward, of Yankton, Dak., was famous for the number of good stories he could tell. One of the last recollections which an old friend had of him was at a banquet of college men, where he related the following of a college classmate who was present:

This classmate was a rising young minister, very absent-minded, very earnest and very sensitive. Hurrying to church one Sunday morning and going into the pulpit late, he was horrified to discover that he had not his carefully written sermon with him. The service had begun by the singing of the anthem, but he called up one of his neighbor's boys and gave him hurried directions about his study and the probable location of the sermon, and sent him post-haste to get it and return as fast as possible.

The service proceeded and the boy did not appear. The young preacher was in agony. He had never preached without notes, and the perspiration stood in great beads on his forehead as he wondered what he would do if the sermon did not come.

Finally, just as the last stanza of the hymn which preceded the sermon was being sung, the boy appeared, rushed up the aisle conspicuously and handed the minister his manuscript. The clergyman took the package nervously, opened it, and during profound stillness, announced the text. Not until he had spoken it did the meaning of it flash over him. It was this:

"Rejoice with me; for I have found the piece which I had lost!"

This was too much for the audience. The people laughed outright. But the lesson was a good one for the minister, who never forgot his sermon again while in that parish.—*Youth's Companion*.

Uncle Sam's Cruisers Among British Iron-clads.

Almost like yachts they look, compared with some of their huge neighbors, for some of Great Britain's strongest and most terrible sea-monsters are gathered in the harbor; lying on the waters as if in slumber, quiet and tranquil enough now, but ready to awaken at their mistress's bidding, and to vomit forth death and devastation from their steel-clad sides.

Close to our ship is the Anson; on the other side the huge Benbow, with massive black hull and white, fortress-like super-

structure, points the muzzle of her enormous guns over the tops of the turret-like barbettes on her decks, fore and aft, while from the ports in her sides the cannons of her batteries peer menacingly outward. A fringe of davits, from which here and there a boat is hanging, runs on both sides of her upper-deck, and her tall military mast, the top bristling with machine guns, tapers aloft amidships. The Anson flies the flag of the rear admiral; on her quarter-deck scarlet coated, white helmeted marines are drawn up and the band is playing; alongside of her some boats are lying. Farther out in the bay the Iron Duke has shaken out her topsails, and the canvas droops from the long yards in graceful folds, while from her bows to aft of her main-mast the white clothing of her crew, hanging there to dry, flutters from the clothes lines. Over by the long stone wall of the New Mole the Northumberland and the Colossus, the vice admiral's ship, and a number of smaller vessels—despatch-boats and yachts—are moored, while back among the colliers the Monarch's white ensign marks the presence of a man-of-war in their midst. In the offing another naval monster, the Camperdown, is steaming slowly out to sea.

The harbor is alive with row-boats and launches of all kinds. Yonder, glancing like a fish half emerging from the water, comes a small, queerly shaped craft. Gircling with astonishing rapidity around our ship for a moment, it darts off suddenly, and, with a swish and quick splash, something drops from its side. A moment later a dull report, a flash of fire, and a little puff of blue smoke, curling over the water some distance beyond us, where a little red flag waves from a sort of buoy floating there, shows us that the torpedo, that we have just seen launched, has reached its mark.—From "Port to Port with the White Squadron," by R. F. ZOCBAUM, in October *Scribner*.

Fair Elections.

The New York *Dispatch* thinks both Democrats and Republicans will appreciate the following:

"What you people want is a fair election," said a northern republican to a colored politician in Arkansaw. "Congress is doing its best to assure you that constitutional privilege, and I think that before long you may be all freed men indeed."

"Hol on er minit," the negro answered.

"I has got ernuff o'dese yere fa'r 'lections. Fur er laung time I thought I gwine be er justice o' de peace sho, when er fa'r 'lection wuz hil, an' I prayed fur dat ar time But I doan do it no mo'."

"Why so?"

"Wall, sah, we had er fa'r 'lection an de rascals beat me wus'n eber befo'."

"But how do you know the election was fair?"

"How I know it? I jest knows it, dats how. W'y, we had ever'thing fixed jest ez we wanted it, an' we stuffed de box faires' sorter way, an' had de votes counted ter suit ouse'fs, but da beat us."

"How do you account for it?"

"Counts fur it in de fack dat we didn't hab votes ernuff, dat's how. We has been doin' er great deal o' howlin' an' all dat, but it ain't no use. Dar ain't but one way ter fix dis yere 'lection business."

"By passing the Lodge bill, I suppose."

"I doan know nothin' 'bout no bill, but I does know dat it ain't gwine do no good."

"Then how can the situation be improved?"

"By not lettin' deze yere Dimocrats vote, sah, dat's how."

"But we can't keep them from voting."

"Wall, den, ef dat's de case, dar ain't no hope. I's tired o' runnin fur office an' not gittin' dar, an' I wantar say ter de guberment dat lessen it stops dese white folks from votin', w'y dar ain't no chance fur me. I mout jest ez well go ter work an' be done wid de whole bus'ness."

—•—•—

The firemen did a good piece of work when they re-elected all the grand officers at their last convention. They are grand officers in every sense of the word. Hanahan is a good, honest and conscientious man. Sargent distinguished himself during the New York Central strike, and as for Debs, just read his magazine. No organization stands better before the public to-day than the Brotherhood of Locomotive Firemen. They have had but few strikes in the past and when they have struck they have had the sympathy of the public in most cases. Labor organizations should not be judged by the number of strikes they have won, but by the number of strikes they have avoided. What organized labor wants is a decrease in the number of labor leaders who never labor and then strikes will decrease.—*Western Railway.*



The Reason Why.

"When I was at the party,"
 Said Betty (aged just four),
 "A little girl fell off her chair,
 Right down upon the floor;
 And all the other little girls
 Began to laugh, but me—
 I didn't laugh a single bit,"
 Said Betty, seriously.
 "Why not?" her mother asked her,
 Full of delight to find
 That Betty—bless her little heart!—
 Had been so sweetly kind.
 "Why didn't *you* laugh darling?
 Or don't you like to tell?"
 "I didn't laugh" said Betty,
 "'Cause it was me that fell!"

—MARY E. BRADLEY, in *St. Nicholas* for October.

Mr. and Mrs. Bowser.

BY MRS. BOWSER.

Mr. Bowser came home the other day and wanted the hammer for something. He found it in the kitchen, where the girl had been using it as a poker for the range. Mr. Bowser gave expression to his outraged feelings. The girl replied with a good deal of spirit, and after supper she got her wages and walked off. Had I been the cause of her going Mr. Bowser would have read me a lesson forty rods long. As he was the cause it was all right. He'd like to see the hired girl who could run his house while he lived—didn't propose to take "sass" from anybody—wished he had discharged her outright, etc.

All this happened on Monday. Tuesday is our wash-day. I didn't think of it until after the girl had gone. Then I said to Mr. Bowser:

"You'll have to hunt around in the morning and get me a washwoman. It would have been better to let the girl stay a day longer."

"Not a minute longer."

"But about the washing?"

"I'll find a woman or do it myself."

After breakfast he took a walk through the lo-

cality where washwomen abound, but his quest was a vain one. He came back to the house about nine o'clock and said:

"Mrs. Bowser, I have decided to do the washing myself."

"You wash?"

"I will. I'll do it as a matter of principle. I don't propose to have this house upset because one hired girl gets her back up and quits."

"Let the washing go and I'll find a woman to do it."

"Not by a jugfull! That washing will all be on the line before noon!"

"Mr. Bowser, you can't wash; you will only rub the skin off your knuckles, lame your back and make a great muss of it."

"I will, eh? That's all you know about it! Now, then, I don't want you to come fooling around. Don't you show your head in the basement until the last rag is on the line."

Mr. Bowser got into an old pair of pants and a vest, changed his boots for slippers, and disappeared down stairs and at once started a fire. I knew what the result of his efforts would be, and while he was at the barn for wood, I ran down and rescued most of the fine clothes. He didn't notice the fact, and in a few minutes had the water heating. He had seen clothes boiling, and the water was no sooner hot than he filled the boiler belterskelter. I heard him at it, and started down stairs to tell him that clothes must be rubbed first.

"Go right back!" he yelled, as I struck the first stair.

"But you are making a great mistake, Mr. Bowser; you shouldn't—"

"I know my business, and you go back! If I don't know more about washing in one minute than you do in a week, I'll eat these sheets and tablecloths!"

He boiled the clothes about half an hour, and then came up and rummaged around the pantry. I suppose he had read of some substance to put in the boiler to save rubbing, but he wasn't clear as to what it was. He therefore took a half-pound can of baking powder and sifted it in to the

last pinch. I heard him up stairs, and half suspecting what he was after, ran to head him off, but too late.

"Mr. Bowser!" I called from the head of the basement stairs, "are you putting that sal-soda into the boiler?"

"Sal—nonsense!" he growled in reply. "When I don't know my business I will apply for information!"

Mr. Bowser knew that bluing was part and parcel of the laundry business. He had even seen a tub of blue water. At what stage of the game this blue business came in he didn't know, and he was too obstinate to inquire. He took the clothes direct from the boiler and sozzled them into a tub of cold water, and, not knowing how much of the blue to use, he decided to empty in the whole bottle and be on the safe side. He had a pretty fair quality of writing fluid when the water was stirred up. At this point I called to him:

"Mr. Bowser, how far along have you got?"

"Don't you worry about me, Mrs. Bowser. I'll have the whole shooting match on the line in half an hour."

He put the wash-board into the blue tub and began to rub the clothes in the cold water. He might have had a faint suspicion that something had been left off the program, but he made up for it in energetic rubbing. He went wash! wash! wash! for about twenty minutes, and then there was an awful flopping and splattering, as if a dozen ducks were playing in the water. He was rinsing the clothes. He wasn't over five minutes about it, and then he appeared in the back yard with a basket full of clothes to hang on the line. At sight of him I had to sit down. The clothes were plum-blue, and Mr. Bowser was plum-bluer. "The Great and Only Tattooed Man" couldn't hold a candle to him. Just as he appeared in the yard a farmer's wife, who sells us eggs, opened the back gate and walked in.

"Good Lor', but what is this?" she ejaculated as she stood with open mouth.

"It's only me," replied Mr. Bowser; "I've been washing."

"Washing what? Why man you've spoiled everything there, to the last dud! Is your wife sick, dead or run off?"

"Aren't these clothes right?"

"Man! Man! but even a heathen would know better."

Just then one of Mr. Bowser's down town friends drove through the alley in a buggy. He could see over the fence, and when he saw Mr. Bowser he pulled up his horse so quickly that the animal almost fell.

"Is that you, Bowser?" he called.

"Y-yes."

"Well, what in the name of past ages are you doing?"

"Oh, n-nothing."

"Nothing! I'll bet ten to one you're fitting yourself for a museum freak. Say, old man, you have hit it! Just file your teeth to a point and you'll pass for a genuine cannibal!"

He drove on and the egg woman backed out of the gate and said:

"I've been furnishing you three dozen a week, and I've never missed a Tuesday, but I give you notice that I don't come no more. It would be taking chances. A man as is light in the head may be all right one day and werry violent the next. Love to your excellent wife, and I'm sorry for her."

Mr. Bowser entered the kitchen in three jumps. I sat there laughing until I could hardly breathe. He towered above me like a mountain over a mouse, and after choking and gasping for a minute he roared out:

"Mrs. Bowser, you have finally done it, haven't you?"

"What have I done?"

"What have you done! Got me to do the washing and give myself away for an infernal idiot! Look at me! Look at them duds in the yard!"

"Mr. Bowser, didn't I tell you not to try it? Didn't I do my best to keep you from trying it?"

"No! Never! You encouraged me to go ahead!"

"Mr. Bowser!"

"Don't Mr. Bowser me! This is the end of it! The worm turns! We'll settle matters this very day!"

But Mr. Bowser is still with me, and I have no doubt we shall live and die together.—*Detroit Free Press.*

The Widow's Might.

HOW A WAGER AT A SUMMER RESORT WAS LOST AND WON.

I was warned to beware of that widow. One might have thought to hear people talk, that she carried poison on her lips and that her embrace was as deadly as that of a boa constrictor! To tell the truth, I expected to see a ravishing queenly beauty, with a command in her eyes and manner that I should have to fight hard to disobey.

As I climbed down out of the stage coach that carried me from the station, I scanned the piazza furtively for a sight of her, but she was seemingly not visible. In the dining room I again sent my eyes on a search but without result, save to see,

sitting in one corner over by the window, a tall, slender, willowy girl, with marvelous brown eyes and a great mass of gold-brown hair, who, I observed, was gazing at me. The widow, however, I could not detect. I fancied she must have gone to town, not to return until a late train.

After dinner I strolled up and down the piazza, where most of the guests were seated gazing at the sunset

As I passed in the rear of one of the scattered chairs the occupant dropped her handkerchief. I stooped, picked it up, and returned it to her.

She looked her thankfulness out of a pair of great brown eyes, while a smile, which I must have mistaken for one of recognition, curved her ripe lips, for without any further invitation I sat down near her, and the next moment we were in conversation.

"Oh, do tell me," I said presently, "where is the widow? I've heard so much about her, and the last word of advice given me by the boys at the club was to beware of her."

"The widow!" returned the beauty with a merry laugh. "Oh! yes; to be sure. Oh! you will have to be careful. She will have you on your knees before her within twelve hours from the time you meet her."

I laughed at the thought.

"Ridiculous!" I exclaimed. "You will pardon my laughing, I know, but the idea struck me ludicrously. I have never bent the knee yet, and I doubt if there is a woman in the world" (here I paid her a pretty compliment) "that could bring me to that position."

The beautiful creature took my compliment, seemingly, as a matter of course.

"Do not be too confident," she said. "Would you like to make a wager?"

"A wager!" I replied. "I should be delighted. Let it be a bottle of champagne, to be drunk *tete-a-tete*."

"With all my heart," she responded.

And with the bet thoroughly understood, the conversation drifted to generalities, the scenery and other matters.

"Look!" I suddenly exclaimed, "the sun is drooping behind that cloud. Isn't the effect glorious? I am sure the final exit, though will be spoiled by that clump of trees here to the left of us."

"If you would really like to see the rest of the finale," she returned, "I can take you to a place that corresponds to a front seat in the parquet."

"I should like it of all things," I replied, and almost before I have spoken we were hastening along the road, up a wooden pathway to the top of a hill which lies just to the back of the house.

"We shall have to make haste," she said, rushing on ahead, "or we will miss it."

We do not make haste, but, notwithstanding our efforts, we are not a minute too soon. We have scarcely reached the summit of the knoll—for that is about all it is—ere the sun's smallest upper segment sinks out of sight, leaving all the west bathed in a rosy glow.

My friend—I have not yet learned her name—is quite out of breath with running.

"Oh, do let us rest," she says, "Here is the most delightful arbor of boughs, carpeted with turf, that you could possibly imagine. Let us sit down and watch the sky change color."

She certainly was very delicious. The pink lawn gown that she wore suited her demi-blond complexion to a nicety, and the exertion of run had given her cheeks a glow that was simply maddening.

Together we sank down on the grassy half inclosure that she pointed out, and while the horizon gradually shaded from the most gorgeous golden pink into a luminous purple tint and then into a rapidly deepening grey, we chattered on, altogether heedless of the approaching darkness and the absence of a chaperon for my companion.

"Oh, dear! oh, dear!" she suddenly exclaimed. "You are so entertaining, I really forgot that it was growing dark. We must get back to the hotel, or everybody will be saying the most wicked things about us."

I arose and assisted her to her feet, and we started back. Suddenly she stopped short.

"How very annoying," she said, "I'm so sorry, for we ought really to be back; but, do you know, I've lost a turquoise ring that papa gave me last birthday. It must have slipped from my finger in the arbour."

"We must find it by all means," I returned; "it will not take long, surely. 'Let us hurry back.'"

How quickly the night falls! With every second the black curtain seemed to be drawing more closely about us. When we left the bower everything was clearly discernable, now we could scarcely pick our way.

"Haven't you some matches?" asked the lady.

"Fortunately, I have," I replied, as I drew forth my matchbox.

I struck a light. It flickered and went out.

"Look over the ground for it," she suggested. "Strike another match, and inside the bower, the wind will not blow so."

Together we re-entered our former resting place. Stooping down I struck another match, the flame of which I carefully shielded with my hands.

"There!" she suddenly exclaimed; look there. Isn't that it?"

I knelt down and carried the light in the direction she indicated; she was just in front of me.

Then the rippling laughter rather startled me. "You have lost," I heard her saying. "You have lost. Here is the ring," and she held up her finger with the turquoise-set circlet upon it; "but the champagne you must pay for."

"The champagne!" I repeat in surprise, still on my knees before her; "the champagne! I——"

"Of course," she laughs; "you never suspected it for a minute, did you? I am the widow."

A Popular Authoress.

Mrs. Van Rensselaer Cruger, who was at Newport as the guest of Mrs. Paran Stevens, has returned to her country place on Long Island and will probably not be in town until the beginning of the opera season, late in November. The new book entitled "A Diplomat's Diary," which was put forward a short time ago as the work of a mythical Julien Gordon, says the *New York World*, was written, it seems, by this charming and accomplished woman. "A Diplomat's Diary" may be described as the literary sensation of the hour. The counters of the two or three book stores at Newport are piled with the dainty white and gold volumes, and the sale, not only at Newport but in New York, has been almost unprecedented. Mrs. Cruger has for a long time been regarded as the most stylish woman in New York. She is a brunette, with dark eyes and clearly cut features, and her tall and striking figure is always effectively gowned. Last year she came forward more prominently in New York society than ever before.

Mrs. Cruger, by the way, is the author of the story now current in the *Cosmopolitan Magazine* and entitled "A Successful Man." Further interesting information in this direction is to the effect that Mrs. Cruger will spend her time at her Long Island place between now and the beginning of the Winter season finishing a novel which she has had on the way for some time and which it is expected will be an extremely interesting study of social life. She is either a niece or a grandniece of Washington Irving and developed at a very early age a good deal of literary talent. Some of the most brilliant *bons mots* with which society has become familiar during the past few years are those of Mrs. Cruger. It was she who invented that peculiarly happy phrase "the little brothers of the rich" to describe the accommodating gentlemen who are in the habit of travelling around the world on Willie K. Vanderbilt's yacht and helping him pass the time by playing cards with him. That celebrated phrase is only about a year old, and was uttered by Mrs. Cruger during a visit to Mr. Vanderbilt's yacht while it was lying in Newport Harbor during the summer of 1889.

The Olden Spell.

Written for THE CONDUCTOR by Miss Ada F. Cobb, thirteen years of age.

I am sitting in the school house
On a cool September day,
And the cool mild winds are blowing
As the birds went on their way.

As I, sitting there in silence,
Lone and lonesome do I feel;
Hark! I hear a step approaching
How quietly he tries to steal.

Though I recognize the figure,
One I have not seen for years,
My heart, I fear I know not what,
My eyes are dim with tears.

Once again, O, love, I meet thee
And I feel the olden spell,
Memory breathes around me perfume
That I used to love so well.

Perfume of the sweetest flowers,
Coming back through many years.
With the fragrance turned to whispers,
And the dew drops turned to tears.

In the olden days I loved thee,
Then each word, each thought of thine,
Made my heart to thrill and quiver,
With a rapture half divine.

But we parted, I was happy,
I am sad for we have met,
Wafts of perfume brings before me
Days I cannot now forget.

Tuberose breathe their meaning,
When they thou givest me;
Fragrant flower send forth thy whisper,
All is dead twixt me and thee.

All is dead but still I love thee,
Come again thou dreamy spell,
With the perfume of the flowers
That I used to love so well.

The Private School an Important Factor in National Education.

Every state in the Union has been generous to the public schools—munificent individuals have built and endowed with lavish hands universities and colleges for young men, and within the last two decades woman has had doled out to her, with great reluctance, with much reserve, and many misgivings, some of the crumbs which fall from the tables of the great universities. And four colleges, exclusively for women, have been built and generously endowed.

The question as to her capacity to receive this blessing is not yet decided, and the fear that it

will subvert the purposes of nature and unfit her for the functions of domestic life is finding nervous and inchorent expression in the periodical literature and after-dinner speeches of the day. Meanwhile there is a great and powerful arm of the educational force of this country which has no literature, no written history, which is seldom referred to by periodical, scientist, or the orator of the day, except in some flippant allusion to point a moral or adorn a tale—this is the "*Private School for Girls*."

For two hundred years this institution has held a dignified and responsible place in the educational and social system of this country. To this the American woman, such as she has been in times past, and such as we find her to-day, owes the character, the culture, the grace, and the embellishments which enable her to take her stand, not blushing for her ignorance or her stupidity, side by side with the cultivated and representative woman of other countries.

It has no favor from the state. Being private property, it cannot hold endowments; it has paid its own taxes and supported itself. European educators have marvelled that American writers should leave the world to learn by accident that American ladies were not all educated in their famous public schools. The French Commissioner of Education to the Centennial Exhibition, whom I afterwards met, could not forgive the committee which waited on him in New York that it had not afforded him an opportunity to visit the schools in which the accomplished women whom he had met in this country were trained.—From "*The Private School for Girls*," by MRS. SYLVANUS REED, in October *Scribner*.

Young as Ever.

In entering the ministry, genial "Bob" Burdette has not lost his sense of the humorous, as evinced by his description of one of the sisters:

There's a sister I often meet in my travels. She is the good sister who "feels just as young as ever she was." She's a kittenish thing, yet she'd be a little more kittenish if she was less elephantine. Frisky old girl, how she does love to climb into the swing at the picnic! Weighs two hundred and fifteen and makes the swing crack like a hoisting tackle. "Higher, Mr. Thinshanks! Higher! Oh, higher! You can't frighten me! I'm not one of the scary sort of girls." You bet she isn't. Has six children, and if you'll mistake her for her eldest daughter—a sweet, slender girl, with an oval face, spirituelle expression, and figure as graceful as a swaying lilly—she'll ask you to dinner for a week. Plays "Pussy wants a corner" and "Hunt the slipper." Loves to "teeter."

With an eighteen-foot board you have to pull all but about thirty inches over to your side of the trestle to make it balance. When the board is balanced right in the middle, she can fire the whole young men's bible class up into the air as though they had been fired from a catapult. When her end of the board bangs down on the ground it jars all the buds off the trees. Fond of mountain climbing. Usually fastens on to a young man to drag her up. Older brethren too wary. They dragged her up hills when she was younger. Beside, the old youngsters retain their old-time prejudice in favor of younger girls. They help her daughter up. Man never mistakes mother for daughter going up mountain. Apt to make that mistake about luncheon-time only. Oh, we know the old-elderly—that is, middle-aged woman who is the youngest of the lot! And, knowing her, we fly from her, that is, as well as a man—who has long since shed his wings and raised a few achers of corns—can fly.

* *The Little Grave.*

But few hearts are so hard that the sight of a little grave will not touch them and a prison keeper in the *Atlanta Constitution* tells a pathetic story:

"I have just returned from inspecting the convict camps, and during my trip I met with an incident which has impressed itself deeply on my mind. I was traveling along the line of the Columbus Southern Railroad in Terrell county, which is being constructed by the convicts, when my attention was attracted by a little grave.

"There is nothing but pine woods down there, and the great trees stood like sentinels about the little sleeper. A marble slab at the head of the grave bore no name and only the inscription: 'Mark the grave of your loved one.' This one small grave, left there by the roadside in the stillness of the great forest, seemed strange to me, especially as it appeared well kept, and I knew that no one lived within fifteen miles of the spot.

"When I reached the next town I made inquiries about the child's grave, and learned that years ago a white family who were making their way to Florida camped on that spot, and during the night their little baby died. They buried it there, and left only a little mound to mark the spot where a mother's heart had been broken.

"Year after year, when the men came to mend the road, the little grave was remembered, and it was cared for and banked up. At last, three years ago, a gentleman who passed by was told the story, and it was he who placed the marble stone above the dust of the little stranger."

The World of Dreams.

We dream of worlds that are fairer than this,
Of homes that are brighter, far
Above all clouds, where immortal bliss
Is morning and evening star.

The distant hills wear a softer green,
In the sunlight's faceless ray,
And, blessing the richer vales between,
Flow rivers of life away.

Our fancied heavens are paved with gold,
Our temples among the stars
Are stainless, as in the days of old,
Before life's failures and scars,

But every morning before my eyes,
The rays of the dawn are fine
As in the immortal days or skies
Can break from the womb of time.

And would we but wreath with faithful deeds
The hours as they come and go,
For wrecks of homes and the cant of creeds,
Would arise love's overflow.

The world's from rising to setting sun,
A beautiful world to me;
Its flowers perfect, its rivers run
Through light to love's shoreless sea.

—*New York Dispatch.*

Securing "A Pleasant Expression."

It is an easy thing to laugh when there is something to laugh at. But when nothing funny has happened, laugh to order is a very different matter. The other day a certain German gentleman urged an amateur to photograph his two children when they were laughing. On a certain afternoon the amateur came with his camera, but on hunting up the children it was discovered that while the little girl was quite willing to smile, the boy was in a very bad humor. In fact the boy had just been punished by his father, and when he was asked to laugh never felt less humorous in his life. But the camera was there and the father was set upon having the performance proceed. He repeatedly urged the boy, whose mouth did not get beyond a slight twitching at the corners. Then, becoming exasperated, the father shook his finger and exclaimed, "You laugh now, or I vip you again!" And under this awful persuasion the boy made a heroic effort.—From "Through a Detective Camera," by ALEXANDER BLACK, in *St. Nicholas* for October.

A Texas girl has this year made a bale of cotton, "which," we are told, "she proposes to devote to her dress." That quantity of cotton will give the whole business away.

The Force of Numbers.

When several persons combine in an effort to obtain desired privileges they are usually successful. There lies great virtues in numbers. Elsie, a little New England girl, was delighted with the prospect of a trip to California, and it never occurred to her that her twelve dolls were not to go also.

"Tell me where they're to be packed, mamma," she said, "and I'll put them in. They mustn't be rumpled and tumbled."

"Elsie, dear," said mamma, regretfully but firmly, "I really can't allow you to take all that set of dolls. You may have two, any two you like, but there I draw the line. Twelve dolls are quite unnecessary."

Elsie made no reply, but went quietly on, altering a skirt for lady Ethelinda, the prettiest one of the waxen and china-faced family.

Later in the day, when her mother entered the room devoted to packing, she saw a curious sight, supported against a trunk sat a row of dolls, in traveling costume, as far as they could manage such, and above their heads was pinned a large placard bearing the words:

"We are waiting to be packed."

What mother could resist the united appeal of a dozen dolls? Not this one, and to California the twelve went.—*Youth's Companion.*

Little Flossie Yorick is six years old.

"Mamma," she said the other day, "if I get married will I have a husband like pa?"

"Yes, my dear," replied her amused parent.

"And if I don't get married, I suppose I'll have to be an old maid, like Aunt Kate?"

"Yes, love."

"Mamma," said Flossie, after a pause, "It's rather a rough world for us women, aint it?"

Natural.—Mrs. Jinks—Oh, Thomas, Thomas, what shall we do with our daughter? I heard her talking to herself in her room, just now, while she was dressing, and she said d-d-damn, twice!

Mr. Jinks.—Let's see. She has begun wearing boiled shirts, like a man's, lately, hasn't she?

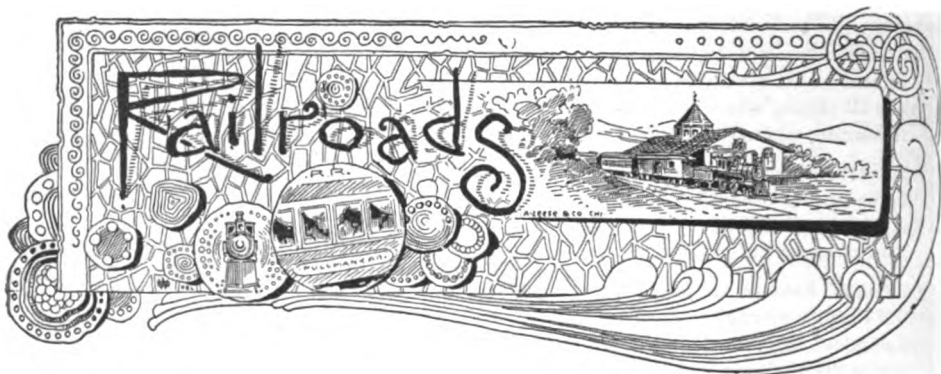
Mrs. Jinks.—Yes; but what has—?

Mr. Jinks.—She probably lost her collar button down the back of her neck.—*Lawrence American.*

The Fly in the Ointment.—"Ya-as," said the Anglomaniac, "the Fahls of Niagawa would be truly gwand, don't you know, but for one dwaw-back."

"What is that?"

"They ah hahf Amewican, ah."—*Puck.*



Agreement

BETWEEN THE SAN ANTONIO AND ARANSAS PASS R.
R. COMPANY AND THE CONDUCTORS EM-
PLOYED BY SAID COMPANY.

We, the undersigned, representing, and in behalf of the above named Railway and the Conductors employed upon the same, do hereby promise and agree to recognize in good faith, and adhere strictly to each and all terms and conditions set forth in the following contract or agreement:

ARTICLE I.

No Conductor shall be discharged or suspended without sufficient cause, and in case a conductor believes his discharge to have been unjust, he shall make a written statement of the facts in the premises and submit it to the Superintendent of Transportation, and at the same time designate any other conductor who may be in the employ of the company at the same time, who, together with the General Superintendent, shall investigate the case in question without unnecessary delay and give a prompt decision, and in case the aforesaid discharge or suspension is decided to have been unjust, he shall be re-instated and paid full time for all time he has lost on such account. This decision to be final.

ARTICLE II.

No Conductor shall be called more than one hour before leaving time of the train he is to take out.

The Company, when necessary, will provide a caller with a book, in which the Conductors will register.

Conductors' time will begin one hour after being called, and the authority for computing delay will be the caller's book and the register at the other end of the run.

Time of Conductors on regular runs begins at schedule leaving time.

ARTICLE III.

All Freight Conductors other than those in charge of local freight, to be paid three (3) cents per

mile, one hundred miles or less to constitute a day's work at three (\$3.00) dollars per day. All over 100 miles to be paid three (3) cents per mile.

Ten hours shall constitute a day's work in all freight service for a hundred miles or less.

A delay of fifty-nine minutes not to be counted.

A delay of one hour shall be considered one hour.

Conductors in freight service shall receive thirty (30) cents per hour for all delays over fifty-nine (59) minutes including the first hour over time.

Conductors delayed loading stock or switching other than local freights, when delayed one or more hours, to receive one or more hours at thirty cents per hour.

ARTICLE IV.

Local Freight Conductors shall be paid on the following schedule, between the following terminal stations:

San Antonio and Corpus Christi, \$90.00 per month. Three crews on the run.

Wallis and Kennedy, \$90.00 per month. Three crews on the run.

Yoakum and Lexington, \$90.00 per month.

Yoakum and Lockhart, \$90.00 per month.

Twenty-six calendar days to constitute a month's work.

ARTICLE V.

Passenger Conductors to receive \$100 per calendar month.

A Conductor taken from his regular run and placed on a passenger special or pay train, shall be paid the same wages as passenger conductors, and if in running said train he makes less time than he would have made on his regular run, he shall be reimbursed for said loss.

ARTICLE VI.

Conductors on Work trains shall be paid the following schedule:

To receive \$90.00 per month. Twelve hours or less to constitute a day's work. Twenty-six calendar days to constitute a month's work. All over to be paid at the rate of thirty (30) cents per hour

ARTICLE VII.

Conductors running light as a section of passenger train will receive regular freight mileage.

Conductors dead-heading on Company business shall be paid actual time lost, and when necessary to leave the road on which he is employed, hotel and traveling expenses will be paid. All other dead-heading shall be paid for according to the class of service performed.

ARTICLE VIII.

The right to regular runs shall be governed by seniority and ability to assume increased responsibility, Company reserving the right under all circumstances to select conductors for passenger trains.

ARTICLE IX.

It is agreed by this Company that no fines shall be imposed on any conductor for loss of tools or for damages incurred to rolling stock, or for stock killed or injured; Conductors on their part shall use their best efforts to avoid all accidents, damages or losses.

ARTICLE X.

The Company agrees not to put on more crews than is necessary to move the traffic with promptness and dispatch.

ARTICLE XI.

Conductors shall be notified when time is not allowed as per trip reports.

ARTICLE XII.

All subordinate officers shall be provided with copies of the foregoing contract, and copies shall be kept posted in the several terminal stations or divisions.

ARTICLE XIII.

The company on its part, and the conductors on their part, agree with each other that they will perform the several stipulations and duties required as provided in this agreement until reasonable notice shall be given for a change in same, and the said Company and the said Conductors hereby agree that this contract and agreement shall take effect on September 1st, A. D., 1890.

W. B. GOODE,	} Committee.
E. H. HOHNE,	
WM. HARTMAN,	

C. A. MERRIAM, General Superintendent.

Schedule of Pay

AGREED UPON BETWEEN THE TRAINMEN AND OFFICERS OF THE CHESAPEAKE & OHIO RAILWAY COMPANY.

To take effect August 1st, 1890.

1st. Conductors running through passenger trains shall be paid \$112.00 per month; and local passenger trains \$107.00 per month, when performing their regular trips; when called upon for additional service to be paid extra. Conductors

running Lexington Branch train to be paid \$90.00 per month.

2nd. Conductors running through freight trains shall be paid as follows:

Covington to Russell	139 miles	\$4.00
Russell to Maysville and return ..	156 "	4.50
Russell to Cannelton	97 "	3.00
Huntington to Cannelton	76 "	2.40
Huntington to Lewis and return ..	74 "	2.40
Russell to Lewis and return	114 "	3.20
Cannelton to Hinton	70 "	2.25
Cannelton to Sewell and return ..	62 "	2.50
Hinton to Sewell, Riverview or		
Quinnmont and return	78 "	2.50
Hinton to Clifton Forge	80 "	2.70
Clifton Forge to Alleghany and re-		
turn	60 "	2.70
Clifton Forge to Gladstone	111 "	3.15
Clifton Forge to Lynchburg and re-		
turn	168 "	4.75
Gladstone to Richmond	119 "	3.30
Clifton Forge to Charlottesville ..	96 "	2.90
Charlottesville to Richmond	96 "	2.80
Richmond to Newport News	75 "	2.40
Clifton Forge to Bell's Valley and		
return, (regular run)	56 "	2.90
Clifton Forge to Goshorn and re-		
turn 6 hours or less	46 "	1.45

3rd. Conductors running local freights shall receive \$85.00 per month, or on that basis if they work less than a full month, except on the Piedmont District, Richmond Division, where the pay shall be \$3.35 per trip; and the Lynchburg and Scottsville run, where the pay shall be \$80.00 per month.

4th. Freight Brakeman to receive two-thirds of Conductor's pay, except where it will cause a reduction, in which case the present pay shall govern.

5th. When a crew has served 12 hours, counting one hour after being called, Conductors and Brakemen shall receive 25 and 15 cents respectively per hour, for the time delayed.

6th. When a passenger or freight crew is temporarily assigned to work, excursion, circus or wreck-train service, they shall be paid \$3.00 and \$2.00 respectively for Conductors and Brakemen; 12 hours or less to constitute a day's work.

7th. Conductors or Brakemen ordered on duty by person in authority, to be ready at a certain time, and the train is not run, shall be paid for the time held on duty at the rate of \$3.00 and \$2.00 per day respectively, and stand first out.

8th. Conductors and Brakemen attending court shall be allowed \$3.00 and \$2.00 per day respectively, while absent and \$1.00 per day for living expenses; and all necessary railroad or carriage fare shall be paid.

9th. Conductors and Brakemen ordered to deadhead on passenger trains shall be allowed half pay; when deadheading on caboose by order, shall be allowed full pay. Conductors and Brakemen on light trains shall be allowed full pay.

10th. If a Conductor is suspended he will be given a hearing within seven days and will be notified promptly of the result of the investigation; and, if found innocent, will be allowed half pay for the time lost. If he so desires, he may select a Conductor, running on the same District, to be present at the investigation. If he considers the punishment unjust, he will have a right to appeal to the General Superintendent, through the Superintendent, the appeal to be acted upon promptly.

11th. Freight Conductors will, whenever practicable, be assigned to Divisions, and run first in first out in the service to which they are assigned. The right to regular runs and promotion will be governed by merit, ability and seniority. Other things being equal, the conductor who has served the longest on any Division of the road, will have the preference of runs on that Division.

12th. Callers will be provided with books for the men to sign at the hour called and what hour they shall report for duty.

13th. No Conductor will be censured or discharged for serving on this or any other committee.

14th. For runs not provided for in this schedule, when Conductors are on duty 6 hours or less, they will be allowed one-half day, over 6 hours a full day at the through freight rate on the District upon which they run.

15th. In case of difference of opinion as to the construction of this agreement, which may arise between the conductors and Division Officers, a written statement of the question at issue must be submitted by the Conductors to the General Superintendent, through the Superintendent, for his consideration.

For the Chesapeake & Ohio R'y Co.:

G. W. STEPHENS, Gen'l Supt.
C. E. DOYLE, Supt.
J. M. GILL, Ass't Supt.

For the employes:

T. H. WALL,	}	Representing Cincinnati Div.
J. Z. GLASS,		
W. QUINLAN,		
W. T. CRAWFORD,	}	Huntington Div.
P. B. TARDY,		
J. T. DUKE,		
C. H. SPENCER,	}	Richmond and Pen. Divs.
W. PALMER,		
J. W. SHEELER,		
J. G. WOODFORD,	}	James River Div.
J. L. SHAW,		

SOUTHERN PACIFIC COMPANY.

OFFICE OF GEN. SUPERINTENDENT.

SAN FRANCISCO, Cal., Sept. 17, 1890.

The following rules and schedules of wages shall be enforced from and after October 1st, 1890:

SALT LAKE DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Ogden to Wells	Pass	\$125	\$75	For 30 days 3300 miles
" "	Frt	\$100	\$80	For 31 days 3410 miles

Wells and Terrace yards: Yardmaster, \$100; switchmen, \$80; night yardman \$90.

HUMBOLDT DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Winnemucca to Wells	Pass	\$125	\$75	
Winnemucca to Wells	Frt	\$100	\$80	3800 miles

Carlin and Winnemucca yards: Same as Salt Lake division yards.

TRUCKEE DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Truckee & Winnemucca.	Pass	\$125	\$75	
Truckee & Wadsworth	Frt	\$100	\$80	2650 miles
Winnemucca & Wadsworth	Frt	\$100	\$80	3650 miles
Reno & Truckee	Swing	\$105	\$85	

Wadsworth yard: Same as Wells and Terrace.

SHASTA DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Red Bluff to Ashland	Pass	\$125	\$75	
Red Bl'ff to Dunsmuir	Frt	\$ 95	\$75	2200 miles
Dunsmuir to Ashland	Frt	\$100	\$80	2150 "

Yards: Same as Wells and Terrace.

SACRAMENTO, OREGON & NORTHERN DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Sacramento to Truckee	Pass	\$125	\$75	
Sacramento to Truckee	Frt	\$100	\$80	2400 miles
Rocklin to Truckee	Frt	\$100	\$80	2350 miles
Sacramento to Colfax	Pass	\$115	\$70	
Sacramento to R Bluff	Pass	\$110	\$70	
Via Davis & Neville	Frt	\$ 95	\$75	2700 miles
Sacramento to Redding	Pass	\$110	\$70	
Sacramento to Placerville	Mixed	\$100	\$70	
Sacramento to Benicia	Frt	\$ 95	\$75	2938 miles
So Vallejo to Calistoga	Pass	\$110	\$70	
So Vallejo to Calistoga	Frt	\$ 90	\$70	
So Valejo to Santa Rosa	Pass	\$110	\$70	

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Suisun to So Val-lejo	Mixed	\$ 90	\$70	
Marysville to Oroville "	"	\$ 85	\$70	
Elmira to Rumsey "	"	\$ 90	\$70	
Sacramento to Knight's Landing	Pass	\$100	\$70	
Oakland to R Bl'ff	"	\$120	\$70	
Suisun to Napa	Frt	\$ 85	\$65	

7. Truckee and Rocklin yards: Same as Wells and Terrace. Day yardmaster in Sacramento shall be allowed every 2nd Sunday and night yardmaster shall have every third Sunday night off duty without deduction of wages. If yardmen are called on unexpectedly on the days they are laying off, they are expected to respond, and will be paid for that day's work over and above what constitutes a month's work.

8. WESTERN, SAN PABLO AND SAN JOAQUIN DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Oakland Pier to Sacramento	Pass	\$120	\$70	
Oakland Pier to Lathrop and Martinez	Pass	\$120	\$70	
Niles to Sacramento via Oakland Pier	Pass	\$125	\$75	
Oakland Pier to San Jose	Pass	\$110	\$70	
Stockton to Sacramento via Lathrop	Pass	\$110	\$70	
W Oakl'd to Sacramento	Frt	\$ 95	\$75	Present work
W Oakland to Lathrop	Frt	\$ 95	\$75	" "
W Oakland to Los Banos	Frt	\$ 95	\$75	
Oakland Pier to San Jose	Frt	\$100	\$80	
Lathrop to Sacramento	Frt	\$ 95	\$75	2300 miles
S Jose to Niles	Mixed	\$100	\$70	

Stockton yardmaster, \$95; switchmen, \$75; baggagemen Oakland to San Jose and Niles to San Jose, \$75 per month.

9. Same rates to apply on Stockton and Copperopolis division as on Western division.

10. VISALIA DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Lathrop to Bakersfield	Pass	\$125	\$75	
Fresno div	Mixed	\$100	\$75	
Goshen div	Mixed	\$100	\$75	
Yosemite div	Mixed	\$ 90	\$70	
Lathrop to Tulare	Frt	\$ 90	\$75	3150 miles
Extra Frt on Fresno & Goshen divs	Frt	\$ 95	\$75	" "
Fresno & Goshen	Frt	\$ 95	\$75	" "
Local Freight	Frt	\$ 95	\$75	" "

Fresno and Tulare yardmasters, \$95; switchmen, \$75; night yardmen, \$90; brakeman on Yosemite division to act as baggageman.

11. LOS ANGELES AND VENTURA DIVISIONS.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Los Angeles to Bakersfield	Pass	\$125	\$75	
Los Angeles to Ventura	Pass	110	70	

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Los Angeles to Bakersfield	Frt	100	80	2600 miles
Los Angeles to Santa Barbara	Pass	110	70	
Santa Barbara to Sagus	Pass	110	70	
Los Angeles to Santa Barbara	Frt	100	80	2750 miles
Bakersfield and Mojave yardmasters: Same as Wells and Terrace excepting night yardmaster at Mojave, who will be paid \$100. Baggage on Ventura division to be paid \$75 per month.				

12. The third crew was put on the Ventura division with the understanding that the men should do special work for the Los Angeles division, handling pay car. officers' specials, etc., on their lay-over days. This arrangement will continue.

13. For turn-around, Bakersfield to Mojave, to be allowed one hundred miles.

14. YUMA DIVISION AND BRANCHES.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Los Angeles to Yuma	Pass	\$125	\$75	
Banning to Los Angeles	Pass	110	75	
Whittier to Colton	Pass	110	70	
Santa Monica to Los Angeles	Pass	110	70	
San Pedro to Los Angeles	Pass	110	70	
Santa Ana to Los Angeles	Pass	110	70	
Long Beach to Los Angeles	Pass	100	65	
Tustin to Anaheim	Pass	100	65	
Los Angeles to Yuma	Frt	100	80	3300 miles
Los Angeles to Colton	Frt	100	80	3056 miles
Santa Monica to Santa Ana	Frt	95	75	
San Pedro to Los Angeles	Frt	95	75	
Yuma yardmaster, \$100; switchmen, \$80; night yardmaster, \$90; baggagemen. \$75 per month.				

15. GILA AND TUCSON DIVISIONS.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Yuma to Tucson	Pass	\$125	\$75	
Tucson to El Paso	Pass	125	75	
Yuma to Tucson	Frt	100	80	3500 miles
Tucson to El Paso	Frt	100	80	3350 miles
Tucson yard same as Yuma.				

16. SANTA CRUZ DIVISION.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Alameda Mole and Santa Cruz,	Pass	\$115	\$70	
Alameda Point and Santa Cruz,	Frt	95	75	
Freight crew to run trains 5 and 6 when run as \$3 excursion.				
Alameda Point and San Jose,	Frt	95	75	
To run trains 5 and 6 when run as "Hunters" train.				
Alameda Mole and Los Gatos,	Pass	100	70	
Boulder Creek Branch,	Mix	90	75	
" "	Frt	90	70	
Almaden Branch,	Mix	90	75	
This train to run to Felton in summer and do work in San Jose yard: also help to Glenwood in winter.				
Almaden Point yard crew: Yard-master, \$95; Assistant Yard-master, \$80; Brakemen. \$75.				

San Jose yard crew: Yard-master, \$90; Brakemen, \$70. This crew makes run to Glenwood and helps other trains up the hill when necessary.

Oakland and Alameda Locals: No changh.

17. LINES IN OREGON.

RUNS	TRAIN	COND'R	B'KM'N	MTH'S WORK
Portland to Roseburg	Nos 15-16	\$120	\$70	
" "	Nos 13-14	120	70	2 crews
Albany Local	Nos 11-12	110	70	
West Side	Nos 1-2	120	70	
" "	Nos 3-4	100	70	
Portland to Junc	Frt	95	75	2 crews
Junc to Roseburg	Frt	95	75	2 crews
Roseburg to Grant's				
Pass	Frt	95	75	2 crews
Grant's Pass to Ashland	Frt	95	75	1 crew

All other runs \$95 and \$75, yardmaster and switchman \$95 and \$75. No change in wood engines on lines in Oregon.

18. Main line baggagemen to be paid \$80 per month.

19. In the column headed "Month's Work," where mileage is not given, it is understood that employes will do the same work they have been performing for the monthly salary. Where mileage is stated, all excess mileage to be paid for pro rata.

20. Where a brakeman acts in the capacity of both brakeman and baggageman and receives compensation from Wells, Fargo & Co., this is a privilege we accord him, as it does not in any way interfere with the duties devolving upon him in train service. We shall make arrangements of this kind as they may arise from time to time on the various divisions.

21. Division Superintendents will make such regulations in relation to yard service as they may deem necessary in defining the work to be performed as between trainmen and switchmen.

22. Trainmen shall be called for duty at divisional terminals, within the limits prescribed by the Division Superintendent, where callers are maintained, by the regular caller, one hour, as near as practicable, before they are required to start their trains. The caller will be provided with a book, giving names of crews and number of train for which crews are wanted; in which trainmen will sign their names and enter the time of call.

23. As extra men for the Los Angeles Divisions are all held at Mojave, employes must report at the Superintendent's Office at Division headquarters when they wish to lay off; unless it may be arranged between the trainmen so that the "dead-head" trip to Los Angeles and return, to relieve trainmen at Los Angeles, shall be made without expense to the company.

24. The local freight work on the Ventura Division will be divided up among and handled by the trains running over that portion of the

road between Los Angeles and Sagus, and freight must be handled on the trains as decided upon by the Division Superintendent.

25. As far as practicable trains scheduled on the different divisions, during daylight, will do the way work on their respective divisions; but the Division Superintendent is expected to use his best judgment in these cases.

26. Trainmen running snow-plows, flangers, pile-drivers, construction trains, and all other work trains, six hours or less shall constitute one-half a day's work; over six and under twelve hours, a day's work. This service shall be paid for as follows: Regular train crews assigned temporarily to work train service, shall have their average regular rates of pay. Crews specially employed for work train service shall be paid 10 per cent. less than the regular division freight rate. Any excess over 12 hours to be paid pro rata; computing overtime, fractions less than one-half hour will not be counted; thirty minutes or more will be counted as one hour.

27. All freight train crews, detained on the road, or at terminals, on scheduled trains, will be paid overtime as follows: For any delay less than two hours (late of carded time) nothing; for two hours or more, payment according to the rate of 30 cts. and 20 cts. per hour for conductor and brakemen respectively.

28. When freight train crews are held waiting for stock cars to be cleaned, sanded, loaded or unloaded, they shall receive overtime as follows: 30 cts. and 20 cts. per hour for conductor and brakemen respectively.

29. When a train is abandoned for which a crew has been called, the crew shall be paid 30 cts. for conductors and 20 cts. for brakemen for all time over one hour that the crew may be held between time of calling and notice of abandonment of such train.

30. For turn arounds made in six hours or less, crews shall be allowed one-half time; for six hours and less than twelve hours, full time. For all time over twelve hours, conductors 30 cts. and brakemen 20 cts. per hour. For a turn around in less than six hours, crews shall not lose their turn out.

31. The question of employment shall be left entirely in the hands of Division Superintendents, but no discrimination shall be made against brotherhood or other men.

32. Men or crews "dead heading" over the road on passenger or freight will be allowed 2½ mileage when going over the road with caboose and an engine full time.

33. When men are taken off regular crews, sent out on special or other runs, and when they return are held waiting for their own crews, they

shall be paid full time for such time as they are so held.

34. Trainmen will be informed when time is not allowed as per trip report.

35. Trainmen will not be required to coal engines at terminals, excepting on some short branch lines, where the mileage is not excessive and the work is light. In these cases the prevailing custom cannot well be departed from and shall be continued. Also in cases of emergency trainmen may be called upon to coal engines between terminal points and at regular intermediate coal-ing stations.

36. Engines leaving terminal stations will be provided with a full tank of wood. Trainmen will not be required to wood up engines, coming in, or out of terminal stations, excepting during the winter season at Coldstream, where wood will be piled up and wood piler will assist trainmen in loading tank before coming into Truckee.

37. After an employé shall have served sixteen consecutive hours on duty, at his request, he may have at least eight hours' rest, excepting in cases of emergency, such as wrecks, washouts, etc.

38. Crews not assigned to regular runs shall run first in, first out.

39. In ordering freight crews for "dead-head-ing" on any freight train, the first crew will run the train, the next crew will "dead-head." The "dead-head" crew will be the first out ahead of accompanying crew at other terminals.

40. When an employé is detailed to attend court as a witness on the part of the company, he shall be paid for such service at the same rate of pay for actual time absent from duty as he would have received had he been on his regular run or crew or schedule, also all necessary expenses while so employed if away from his home station.

41. It is our policy to promote freight conductors from freight brakemen, passenger conductors from freight conductors, and baggage-masters from passenger brakemen; but we will promote freightmen to the position of baggage-masters if it should be deemed essential to the best interests of the company.

42. In making promotions, Division Superintendents will consider seniority of service; in other words, those longest in service, *other things being equal*, shall have the preference. When a reduction in force becomes necessary, those retained shall be the ones that have been the longest in service; that is to say as between those equally honest, sober and capable. But "seniority" is not to be made a cover for short comings of any kind, nor shall this rule be construed so as to prevent the company securing the most efficient service that may be obtainable. As we hold each Division Superintendent responsible for the proper per-

formance of all duties devolving upon men working under his supervision, he is in the best position to look after the welfare of the company, and he shall be the judge regarding the respective merits and qualifications of those working under his directions. If any employé feels that an injustice has been done him under this rule, he has the right of appeal to the General or Assistant General Superintendent.

43. Whenever an employé believes he has been unjustly treated, in any way, he shall have the right to present his case personally to his Division Superintendent, with such evidence in his own behalf, as he may have to offer. It shall be the duty of the Division Superintendent to investigate the matter thoroughly, without unnecessary delay, and his decision shall be given to the employé. Should the latter wish to appeal the case to higher authority, upon application the Division Superintendent will give him his decision in writing (excepting in cases involving drunkenness or fraudulent or dishonest action,) which the employé may present, together with his own written statement of his case, to the General or Assistant General Superintendent.

44. When trainmen have been discharged and upon further investigation it is found they have been unjustly dealt with, it shall be left to the judgment of the Division Superintendent to reinstate or re-employ them as the merits of the individual case may seem to demand.

45. The company will continue the practice of blacklisting on its own lines, whenever employés have been discharged for good and sufficient causes, such as dishonesty, dishonorable habits, criminal carelessness, insubordination, drunkenness, violation of rules whereby company's property is endangered or destroyed, and offenses of like character. This blacklist is distributed over our own lines only, as a matter of protection to the interest of the company, and we can say with certainty that this practice works to the advantage of all deserving employés. It is not our purpose to blacklist a man who may be discharged from the service for some minor offense, or because of incompetency for the particular work in which he may be engaged, as in the latter case, such an employé may be very useful in some other capacity.

46. The company will discipline men by fining, suspending or discharging as each particular case may seem to justify.

47. Trainmen leaving the service shall be paid at the earliest practicable moment.

48. The same courtesies in the way of transportation shall be extended to trainmen as are accorded to enginemen.

49. Our practice is to file letters of recommendation with the personal records of employés. When an employé leaves the service such letters shall be returned to him upon application.

50. When an employé may be transferred from one point to another for convenience of company's service it is the policy of the company to transport free the household effects and family of such employé.

51. If in the judgment of a Division Superintendent a conductor can show good cause for the removal of a brakeman working with him, it shall be done.

52. The company reserves the right to govern the movements of its trains under the standard time-card rules.

53. The appointment and dismissal of employés must remain entirely in the hands of the officers of this company.

J. A. FILMORE, General Superintendent.

R. KOEHLER, Manager lines in Oregon.

Approved:—A. N. TOWNE,

Second Vice Pres. and Gen. Manager.

Glenwood Springs.

Situated in the midst of beautiful mountains and easily accessible by two railroads, which pass through some of the grandest scenery in the world, Glenwood Springs, Colorado, is sure of a leading place among the great health resorts of the world. Its naturally balmy climate is so modified by the exhalations from the hot springs, that grass is green and flowers bloom all winter, and Christmas-day is celebrated by swimming, out of doors. The waters from the Springs are led down into a large oval pool, about one hundred feet in width and five hundred feet long, lined with masonry, and of sufficient depth for comfortable bathing and swimming, which is indulged in all the year round. Upon the bank a luxurious and beautiful bath-house of stone has been built, in which are a large number of private bath-rooms and reception-rooms, with a wide parapet overlooking the swimming pool. Along the hillside are caves, through the floors of which vapors arise, forming natural Turkish baths. The curative properties of the hot salt sulphur waters are recognized very favorably by medical men. The hotel accommodations are excellent, game in the vicinity being abundant; and no detail has been omitted to make the baths comfortable and attractive in every respect. Not the least attractive feature of Glenwood Springs is the route by which they are reached. The Colorado Midland R'y runs via Colorado Springs, Manitou, around the base of Pike's Peak, and up the Ute Pass, through a country abounding in picturesque scenery, which is rapidly filling up with

summer resorts and hotels, prominent among which is "The Ute," at Ute Pass Park; after leaving the Pass the road crosses the South Park and skirts the hills which overlook the Buena Vista valley, and command a fine view of the high mountains of the Seguathe range, then up past Leadville and through a most picturesque and wild mountain scenery, crossing the Continental Divide at the Hagerman tunnel, which is over half a mile in length and 11,528 feet above sea level. The view at the western end of the tunnel, is sublime. Five hundred feet down the mountain side, little Loch Ivanhoe sparkles like a jewel. Far in the distance, on every hand, an endless succession of rugged, snow-capped mountain peaks cluster against the sky. As the train winds its tortuous way down the mountain side it suddenly comes upon a desolation of boulders, jagged, forbidding crags, a fit place to be a haunt of demons, well named "Hell Gate;" then on down into the valley, past huge rocks moulded into shapes by the hand of Time, the mighty architect, so that one can scarcely believe that they are not the castles of some gigantic race of mediæval barons, and then through the green valley to the springs, clustered in a little amphitheatre among the hills.

The route by the Denver and Rio Grande Railway is equally wonderful and diversified. Leaving Glenwood it runs down the canon of the Grand River, a typical Rocky Mountain canon, whose sides, rising perpendicular far above the roaring current of the river, at times almost closing like an impenetrable barrier across its path, have been cracked by the frost and worn by the ceaseless rush of waters into fantastic shapes of towers and minarets and frowning battlements. Then, on further, into the open country, past a huge lava bed, the scene of some volcanic battle of prehistoric time, and then on into the peaceful, cultivated valley of the Eagle River District, climbing again up the mountains to the Tennessee Pass, the solemn, white-capped peaks always in view on either hand; catching a glimpse of the mountain of the Holy Cross; then, with many turns, each curve revealing the mountain in a new aspect, over the Divide and down to Leadville, passing, as in review, range after range of beautiful mountains; then, out past Buena Vista, with the Seguathe Range towering above it, and through the wild scenery of Brown's Canon to the busy town of Salida, with its distant cordon of mountains hemming it in. Leaving Salida the road follows the Arkansas River through the great canon of the Arkansas to the chief of Colorado wonders, the Royal Gorge, where the rocks tower in a pinnacle 2,600 feet above the river bed, and so little foothold is given for the roadbed that the track is swung upon beams braced against the op-

posite sides of the rocky canon. No description can do justice to this awe-inspiring spot. No picture can convey any adequate idea of its massive boldness, or its matchless coloring.

From this point the road follows the river through the ever changing canon, down into the pleasant valley, to the picturesque towns of Canon City, Pueblo and Colorado Springs — *Travellers' Official Guide*.

The "G. P. A's."

The "Burlington Special," which took a party of one hundred and thirty to the convention of the general passenger agents at Denver, was perfection itself in the way of entertainment. Mr. Eustis did the honors of the occasion in a most thorough manner, combining all those genial qualities which go to make up the perfect host with the executive abilities characteristic of a railroad man. He was ably seconded by Messrs. Francis and Kenyon, and the three were indefatigable in making everybody at ease and in contributing to their enjoyment. The train consisted of sleeping cars, an observation car and a dining car, new and bright from the shops. The cuisine and service of the dining car was perfect in every detail. The train left Chicago on Sunday evening, at eight o'clock, and stopped at Omaha for a few hours, where the Board of Trade entertained the party by driving them around that prosperous and handsome city, which is full of elation at the immense growth which the recent census shows it to have attained during the last decade. From Omaha a fast run was made to Lincoln. It was with genuine regret that time would not permit a long enough stay at Lincoln to accept an invitation from the citizens of the bustling capital of Nebraska to take a drive about its beautiful streets. A committee of prominent citizens, including Governor Thayer, of Nebraska, and Mayor Graham of Lincoln, met the party at the station, and their invitation to visit Lincoln on the return trip was heartily accepted. The baskets of beautiful flowers left in the cars, made the city of Lincoln at once popular with the ladies of the party. From Lincoln the train made a fast run, and arrived at Denver on the morning of the 16th. No one who enjoyed the hospitality of the "Burlington" on that occasion can forget the perfect manner in which it was extended. — *Travelers' Official Guide*.

The H. & T. C. Trouble.

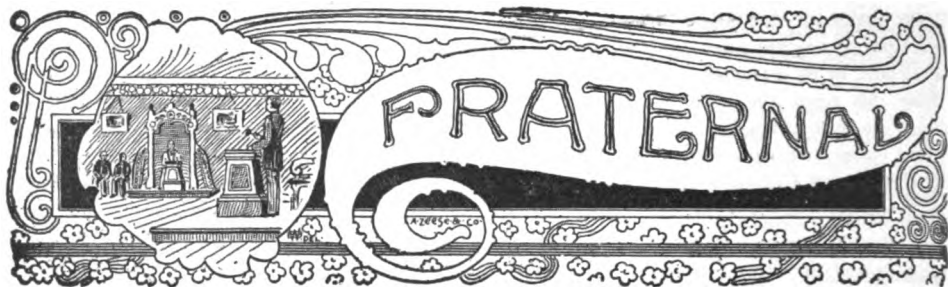
HOUSTON, Tex., Oct. 9.—For the second time in little more than a month the supreme council of the Federation of Railway Employés is engaged in an endeavor to amicably adjust an important railway dispute. Five weeks ago at Terre

Haute, and after a prolonged consideration, it adopted a wise and conservative course by declining to order out the men under its control to aid the Knights of Labor in their attack upon the management of the New York Central. To-day the same delegates are assembled here to consider the troubles that have arisen on the Houston and Central Texas road of the Huntington section on account of the action of the company in employing negro switchmen in its yards in this city. The organizations represented are the Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Conductors, the Order of Railway Trainmen and the Switchman's Mutual Benefit Society. This is the first instance in this country in which the race question has threatened trouble; and it is an interesting fact that not one of the railroad orders in the United States from the Brotherhood of Locomotive Engineers downwards, accept colored men as members. The trouble in this city is due to the fact that the efforts of the white employés on the road in question to obtain a raise of wages have been thwarted by the colored railroad hands, who are willing to work for very low rates. The issue is one of the most difficult with which the federation has been called upon to deal since it was brought into existence, and its action will be watched with more than ordinary interest, not only by railroad men in general, but by students of the race question everywhere. The colored men have labor organizations of their own in the south, covering the firemen, brakemen and switchmen, and they claim that as the white railway men refuse to take them into their unions, they have a right to work for any scale of wages that their own organizations may approve.

Railroad Men in Politics.

The Nebraska State *Journal* says that the number of men employed on the railroads of the country by 1,750 companies is now reported by the interstate commission at 703,753. It is a pretty big army of transportation. It is an average of 456 men to every 100 miles of railroad. The proposition, therefore, "that railroad men have no business in politics," is not a very tenable one. They have all the rights of American citizens, and their interests are probably as dear to them as those of other working people.

The *Journal* adds that in Nebraska there are 5,046 miles of railroad, and this ratio would give, as the total number of men employed in operating the railroads in that state, 23,171. These represent a population of over 100,000 that depend upon rail transportation for subsistence. Next to the farmers of Nebraska the largest class of men engaged in the same general work are the railroad men.



Three Times a Winner.

The third annual excursion, Trenton Division, No. 42, was a grand success, regardless of the fact that it rained almost the entire day. September 25th was the day set for our third attempt to handle all the people that cared to risk their lives on a conductors' excursion, and the people either don't care much for their lives or they have a great deal of confidence in the conductors. I will not attempt to say which, but 640 people followed off the Brass Band just the same.

The train left Trenton 7:30 a. m., 6 coaches and a baggage car, the coaches loaded with people, the baggage car with good things to eat and (ice-water) to drink.

Our first stop was at Hickory Creek, where Bro. Jolliff had persuaded about thirty good looking people to run the gauntlet. Our next stop was at Jamesport, and, say, you ought to have seen that crowd. One old *vet.* in our party thought the war was not over yet and called loudly for Johnny to get *his gun*, but I finally told him they were all peaceable people and were going with us on the train. "Train nothing," he says, "there aint room for them that's on now, without taking any more, Samantha is in the coal box now and two dudes sitting on the lid."

We had sent a coach to Jamesport and the ladies of that town had decorated it in great shape in honor of their Band which we had engaged to take with us. At Jackson we took on about twenty-five more of Davis County's best farmers, accompanied by their wives and daughters.

At Wabash Crossing and Gallatin we found a few more. We then had to put up the sign, standing room only. At Cameron we discovered an extra coach, and like Columbus by America, we took possession of it, and after we had filled it so full Bro. Covington was unable to get his portly shape through it we found we were short one more car. About thirty minutes after leaving Cameron it commenced to rain one of those soft, wet, gentle, foggy rains; a rain that will wet through an inch board, and make you think it is going to clear up all the time.

Professor Jackson, of hot sausage fame, was with us, so I asked him for a weather report. After drawing himself up to his full size he imparted the information that the indications were that it would rain till it stopped.

We then and there made up our minds to have a good time and live up to our program as near as possible. We arrived in Leavenworth 12:15, p. m. After giving our own and Jamesport's Bands a chance to blow some of the fog out of their horns we started for the Soldiers' Home. We headed a procession with the Trenton Band in the lead Jamesport in the rear and marched to the main building. Regardless of the rain the soldiers turned out in great shape to see us. We were comfortably housed in the Home Opera House and listened to some of the best music from the Home Band that we have heard for many a day. After a short visit to the Home grounds we returned to the city, where those who had baskets with them proceeded to fill up, while those without a lunch, some 160 in number, were being looked after by the Gacomini brothers at the Delmonico Hotel.

After dinner we took our train to the Fort, where a good portion of our people took in the sights, rain or no rain. I told the girls not to be afraid of a little mud, that I had to wash the next day, they could send their clothes over, it would be all right. At six o'clock we went back to the city, where we allowed our people time to get their supper, after which the two bands turned themselves loose for thirty minutes and when Leavenworth gets as good a free concert again I would like to hear from them. To say they did good work is putting it mild. As to which is the best band I am not the one to say, for I am partial to our boys for they are my people, but if there was any flies on Jamesport I was unable to see them. We started for home at 7:30 p. m., arriving at 12:30 a. m., everybody good humored and good natured. The rain was a big disappointment, but the Conductor who has charge of such matters, knows what is best, the bell-cord to His train is too high for us to hang our coat on *just yet* and

His silver punch never cancels the wrong ticket. Twice before has He honored us with the light from His golden lamp and let us hope that our next excursion will be in the sunshine of His beautiful smiles.

NOTES.

Supt. Ewing and train-master Tinsman could not resist the temptation to go with the boys. Scott of course had business in Leavenworth, but C. L. E. just went on purpose to tell Bro. Jalliff and myself that story about the New York Limited. You are all right, *Loss*, I am going East myself next summer, (to Tindall.) Master Machinist Gesler's good looking face showed up in time to catch the train. You are just the kind of people we are looking for, William, don't forget to come again.

Brother Covington had charge of the train and handled it like an old timer.

Our old favorite Johnny Simmons pulled the train and I don't believe he was off his seat box thirty minutes all day. He is just the man for the place and I believe if every man in 42 was asked to name their choice of an engineer, Johnny would get them all.

Brother Jolliff missed a wedding by going to Leavenworth the day before to make arrangements, but never mind *Will*, I ate enough for both of us. Ask Mrs. Jolliff if I didn't.

Brother Stone was unable to go this year; of course, someone has to work. Mrs. S. was with us and we saw she was taken care of.

Our old-timer, Brother Reed, was along, but being out of the railway business could not run the train. We appointed him Master of Ceremonies at the Soldiers' Home, and that old familiar, *all-aboard*, carried many of us back to years gone by.

Mr. Phillibust, our highly respected agent at Jamesport, is a rustler from away back. He sold 140 tickets from his station, got a lay off, took his wife and went with us. *Phil* you are my people and when they appoint me General Manager, well, I won't say what I will do, but come and see me, *sure*.

Dan Mathews and Felix Belisle were out in shape. Say Felix, how about your introducing Dan to some of the Post-office clerks as the Governor of Missouri, Dan says it was a mistake and don't want me to say anything about it to his wife.

Prof. Jackson says that he is bound to have peace if he has to kill some one to have it. Can't blame you Professor, you are one of the Brotherhood, *see*.

George Amick had his best girl with him, and they were one of the best looking couples on the train. George is a great curve pitcher, that is the reason he can get such a curve on his mustache.

THEO. HEWES.

ATLANTA, Ga., Oct. 2, 1890.

Editor Railway Conductor:

DEAR SIR:—With your permission I desire to monopolize a small space in the valuable CONDUCTOR, and I hope it will be for the good of the Order, which I am happy to believe is, at the present time, in a more flourishing condition in a general way than ever before in its existence—except one of the most important departments which I regret to say is not keeping pace with the grand progress and onward march of our noble Order, namely, the Insurance Department; and the question presents itself, Why is this so?

When we look at it we are constrained to believe this of itself should be an incentive to cause every conductor to join himself to the Order of Railway Conductors; and again I ask, why is this so? Speak out, my Brother! Is it because you have no loved ones who anxiously watch for your well known footsteps; no one who on bended knee implores divine protection over you through the dark dismal and stormy night when you are out on your run in the discharge of duty, or is it because you have already made ample provision for them. Let me say—yes, let me implore you, if you have loved ones who are dependent upon you and you have not made ample preparation for them, do not kiss the good-byes for the purpose of starting through gloom and uncertain storms, washouts and other accidents which may cause you to be brought home to them a lifeless lump of clay, until you have done so. This is a solemn duty every man owes to his family; and then think how easy it is for you, my brothers, to place them beyond the tortures of misery and want by taking advantage of our cheap Insurance Department, which for the risk there is no cheaper insurance to be found in this broad land; and then, where is to be found a plausible excuse for the present condition of the Insurance Department. Just think of it, my Brothers! Since the meeting of the Grand Division at Rochester our members in the Order has increased marvelously, and why not in the Beneficiary Department? Now I would be pleased to hear a full expression of opinions from our clear headed brethren as to what, in their opinion, is the cause of this lack of interest upon the part of so many of our thousands of members, and if it is costing too much for the amount insured. I ask you, one and all, who think so, to give us the benefit of some wise suggestions whereby it can be reduced so as to enable all our members to seek its protection. I believe that the law on total disability claims should be so changed at the next meeting of the Grand Division so as to read, "whenever a member becomes totally disabled from following

his avocation as Conductor he should have the benefit of his insurance. A large number of our insured members believe that to be the law when they join the insurance. But such is not the case. So long as a man is able to sell peanuts on the street he is not considered totally disabled from following any avocation.

Now, my reason for desiring this change in the disability clause is this: Take, for instance, the majority of conductors commencing their avocation young in life and many of them grown gray in the service. I ask, what do they know about any other business? Almost invariably make a failure from incompetency, and dissatisfied condition of the mind as a result.

Now, in conclusion, I ask a free and full expression of opinion and an exchange of ideas as to our needs in the Insurance Department that it may build up and be what it is justly entitled to, the best beneficiary association in existence.

Before closing, I desire to mention our Union meeting, which has already been sent out through circular to all divisions. This meeting bids fair to be one of the most important ever held in this part of the country, and among the various subjects to be discussed I hope the delegates will be prepared to say something to advance the interest of the Insurance Department. We have an interesting program arranged for the 25th and 26th that does not show on our circular, and in behalf of Atlanta Division No. 180 permit me to extend a hearty invitation to one and all with your families to meet with us on Sunday, Oct. 26, but be here on Saturday, the 25th, if possible.

Yours truly in P. F.,

J. H. LATIMER.

OSAWATOMIE, Kan., Sept. 12, 1890.

Editor Railway Conductor:

DEAR SIR AND BRO:—Having been lately assigned a through run with duties of correspondent to THE CONDUCTOR, I desire to introduce through its columns Osawatomie Div. 137, organized Sunday, Aug. 31, by our worthy grand organizer, Bro. Garrettson. The regular runs have all been assigned to the following old land marks, who will never fail to take them in on time, rain or shine: T. E. Young, C. C.; O. P. Miller, A. C. C.; A. J. Scow, S. and T.; A. C. Hamlet, Sr. C.; E. A. Smith, Jr. C.; P. Lanahan, I. S.; F. C. Gow, O. S.

The first regular meeting was held Monday evening Sept. 8th, at which time every officer was at his station. The new division has bright prospects for the future. Several petitions were presented, and a number of Brothers have expressed their intention of joining by transfer card, which,

with the new material in sight, will make it a strong and healthy division.

Our worthy chief conductor is the right man in the right place; he sounds the gavel promptly at the opening hour, and by this method of doing business all know that business will be transacted specifically and compactly. In the selection of Bro. Scow for S. & T., the members made a wise choice, as he is a prince of good fellows and a zealous worker, and the financial interests of the division are in good hands. Bro. Ed. Smith, who will officiate as junior conductor, is one of the oldest members of the Order, and will fill the important station with credit to himself and pleasure to the entire division.

Hoping this will not be consigned to the waste basket, we will close, promising to look after the best interests of Div. 137 and its members in the future.

Yours truly in P. F.,

F. C. GOW.

ST. LOUIS, Mo., Sept. 20, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Enclosed please find a clipping from the St. Louis *Globe-Democrat* of September 19th, which announces the promotion of conductor, A. S. Ostrander, of the N. Y., N. H. & H., to the superintendency of the same road. Now there is nothing startling in the simple announcement of a conductor being promoted to superintendent, but in this case the public is informed that Mr. Ostrander was "for many years the Grand Secretary of the Independent Order of Railroad Conductors." Now, Brother Editor, if this be the case, I as well as thousands of others are away behind the times and in woeful ignorance of the origin and birth of the "I. O. R. C.," and it becomes your duty as one of the great fountain heads of knowledge to enlighten us on this subject. I believe the general impression is, that the great "I. O. R. C." is composed of a few of the fossils who clung to the original O. R. C. purely for purposes of personal aggrandizement, but who became disgusted with the thorough cleaning out and renovating the Order received at Rochester, and like so many vampires they left the body which had supported them in luxurious idleness for years. Like vampires, did I say? I offer an humble apology, for who ever heard of a vampire leaving anything cleansed and purified after its departure? Wheaton and his followers resemble that species of bird only in the fact that they hung on until throttled by their victim and forced to abandon their feast. All this happened in June of the present year.

The next we hear of Wheaton is in connection

with the "Independent Order of Railroad Conductors." A new organization which they proudly boast is in no way a labor organization. Then for God's sake, Brother Editor, tell us what it is and what they are organized for, and by the way don't forget to tell us *how long* they have been organized.

Yours in P. F.,

ED. E. WILLIAMS.

St. Louis Division No. 3.

[The only explanation that we can offer to Bro. Williams is that the results obtained by the I. O. of R. C., and its present magnitude and membership is so great that it would have required "many years" for any other organization to have accomplished the same, and accordingly they estimate their age by these results instead of being tied down by such ordinary trifles as calendar time.—EDITOR.]

SAVANNA, Sept. 26, 1890.

Editor Railway Conductor:

I just write to say that I have been notified of the death of Bro. Frank L. Barker of Div. 78, which occurred at Farley, Iowa, Wednesday evening, Sept. 24, by being run over. I enclose notice from the *Savanna Journal*; also of the death of Bro. John Lyons of Div. 87, who died at Kirkland, Ill., yesterday morning from injuries received about ten days previously, falling from his train at Genoa, Ill., breaking his collar bone, some ribs and receiving some internal injuries. One of his ribs pierced his lung. His body will be taken to-day to Brownsville, Ind., his old home, for burial. Bro. Lyons was about 50 years old, and had been in train service since the close of the war, in which he served with distinction. He leaves a wife and four grown up children. I do not know anything about Bro. Barker's friends. Please mention in THE CONDUCTOR.

Yours in P. F.,

G. W. ASHFORD.

SPRINGFIELD, Mo., Sept. 22, 1890.

Editor Railway Conductor:

While reading THE CONDUCTOR No. 15, my attention was most earnestly called to the front picture, "A Picnic," and I looked and laughed at the picture and thought to myself that the person who did the engraving on that picture must have been a brakeman once, for the expressions are so very perfect. The picture carried me back some fifteen or twenty years ago when I was "only a brakeman," then upon the old reliable C. & N. W. R. R.

But that picture, "A Picnic!" Say, boys, how many times I have been upon the top of freight trains setting brakes in just such a snow storm as the author of "A Picnic" has made his picture to show.

And again, in No. 17 of THE CONDUCTOR is the picture of "Hard Luck," which is equally as grand, and the pair, "A Picnic" and "Hard Luck," nicely framed, would add greatly to any collection of pictures, and I know thousands of them could be sold. I want a pair and will give a good price for them, for if such pictures will do me so much good looking at them at my present age what enjoyment and pleasure will they be to us when we are old and feeble.

Now don't let this idea slip by you, but have the pictures made larger and I know the investment will pay well.

Yours in P. F.,

WM. HANSELL.

SPRINGFIELD, Ill., Sept. 14, 1890.

Editor Railway Conductor:

It is some time since you have heard from this section, but I suppose the reasons are good, as all the Brothers have been very busy in some other avocation. Div. 206 is doing well. Since the last annual meeting we have added new members to our division and have others on the way. Brothers Sheehan and Schmitt both attended the Union meeting at St. Louis, and they report a very successful meeting which was of great benefit to the Order.

Last Sunday was spent at Havana on an excursion given by Lincoln Div. No. 206, and a very pleasant day was spent at Riverside Park by the members, their families and friends. The excursion was a success in every particular.

Brother D. N. Lepper is running Bro. Sheehan's run during the illness of Sheehan, who is down with a heavy fever. Lepper is the last of the Order men that were acting in the capacity of brakeman on the Wabash.

Our regular meeting takes place to-morrow, and we have three candidates to work on and look for some new petitions.

Yours in P. F.,

XIX.

The following resolution was unanimously carried at the Union meeting at Scranton:

Resolved, That we censure and condemn the Reading R. R. Co. for its action against members of the O. R. C. who are in their employ.

JOHN RENCHLER, Sec.

ALAMEDA, October 4th, 1890.

Wm. P. Daniels, Sec. Order Railway Conductor:

DEAR SIR:—I wish to acknowledge through THE RAILWAY CONDUCTOR the receipt of the elegant engrossed form of resolutions sent to me through you, by the committee recommended by the Order. I appreciate the compliment and feel highly honored and much gratified.

Most respectfully,

Mrs. J. J. LAPPING.



Notice of Changes in Directory.

The following changes in Division Directory since last printed.

Secy. Div. 2, C. W. Jennison, 264 North Division street.

Div. 9, X Secretary.

Div. 24, Meetings first Friday 7:30 p. m., third Sunday 2:30 p. m.

Div. 26, name should be Toledo.

Div. 26, X M. A. Loop, 652 Walbridge ave.

Secy. 34, W. B. Parkin.

Div. 40, X Chief Conductor.

Div. 48, Meetings every Sunday 2:00 p. m.

Div. 53, X C. N. Knowlton, 500 Burnett ave.

Div. 55, X L. German, 909 east 12th street.

Div. 60, X Secretary.

Div. 69, Meetings every Sunday 8:00 p. m.

Secy. 74, 1248 east North street.

Div. 77, C. C. Jas. D. Cobine.

Div. 88, located at Point Levis, Quebec.

Div. 89, Meetings in Leiderkranz Hall, Market street.

Secy. Div. 89, 2619 Bank street.

Div. 95, name should be Harvey.

Div. 117, X Secretary.

Div. 121, Meetings second and fourth Sunday, 9:30 a. m.

Secy. 123, address Fort Valley, Ga.

Div. 123, X J. H. Hall, 620 2nd street.

Div. 124, X Chief Conductor.

Secy. 128, C. D. Roberts, box 526.

Div. 148, X Secretary.

Div. 149, X Secretary.

Div. 159, X Chief Conductor.

C. C. 171, G. W. Delong, 2266 6th ave.

Secy. 194, D. R. Biglow, L box 406.

Div. 204, X Chief Conductor.

Div. 208, X Chief Conductor.

Secy. 209, J. T. Woods.

Div. 219, name should be New Brunswick.

C. C. 220, W. P. Foote.

Div. 220, Meetings second and fourth Sundays.

Secy. 222, 309 south Central street, Austin, Illinois.

Div. 229, Meetings third Sunday, 10:00 a. m.

Div. 243, X Chief Conductor, in care of N. P. R'y Missoula, Montana.

Secy. 251, T. O. Cooke, in care of Tremont Hotel.

Div. 252, Meetings first and third Sundays.

Div. 258, Aberdeen, South Dakota. C. C., J. M. Robinson; Secy. E. H. Branch;

Div. 260, Forrest, Illinois. C. C., T. C. Broderick, 4455 School street, Chicago, Ill.; Secy., H. Brennan, box 301; Meetings second and fourth Sundays 2:00 p. m., Masonic Hall.

Div. 262, Gainesville, Texas. C. C., J. M. Porterfield; Secy. J. B. Conlisk; Meetings first and third Sundays, 8:00 p. m., K. of P. Hall.

FORREST, Ill., Sept. 28, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: To-day, organized Wabash Division, No. 260, at this place, with twenty (20) charter members, none of whom had ever been members of the Order.

The officers of the division are, C. C., Brother T. C. Broderick, 4455 School street, Chicago, Ill. S. and T., Brother H. Brennan, box 301, Forrest, Ill. They will meet in Masonic hall on the 2nd and 4th Sundays at 2 p. m. The "personnel" of the division is good and the working force in good shape.

Immediately after organization two Brothers were admitted by transfer card, giving them already twenty-two members.

I desire to return thanks to Brother Stuart of 79, Finegan of 74, Garver of 159, Hume of 113, Schmitt of 206, and others, for aid extended in organizing.

The banquet was spread at the depot hotel and full justice was rendered thereto. I enclose charter list and transfer.

I am sincerely in P. F.,
GARRETSON, G. S. C.

GAINESVILLE, Texas, Oct. 5, 1890.

Editor Conductor.

DEAR SIR AND BROTHER: Have just completed the organization of Red River Division, No. 262, at Gainesville, Texas, with 19 charter members all employed on the G. C. & S. F. R'y., out of this place,—good material and more ready to act on.

The C. C. is Brother J. M. Porterfield, and the S. and T., Brother J. B. Conlisk. The address of both is Gainesville, and they meet on first and third Sundays at 8 p. m. in the K. P. Hall.

There are good rustlers on the list and I think they will be heard from in the times to come.

I acknowledge obligation to Brothers Mathews of 217, Loomis of 55, Dain and Kollert of 53 and Benson of 85, for aid given in organization.

Met many old friends of the days when I carried the punch out of here, and had an enjoyable visit.

Sincerely in P. F.,
GARRETSON, G. S. C.



Carrier—Coupon Ticket—Mistake of Conductor.

1. When the wrong coupon of a ticket is detached by a conductor of a train on the going trip, and the returning coupon retained by the conductor and the going coupon returned to the passenger, who retains it, without discovering the mistake until presenting it on the return trip and then makes the explanation, the passenger has the right to be carried back on the going coupon.

2. When coupons of a railroad ticket, stipulated to be void if detached, were severed by accident or through no fault of the passenger, and he presented both coupons to the conductor on the going trip with an explanation as to their severance, the passenger is entitled to passage. If the conductor takes and accepts one of the coupons it is clearly a waiver, although he took the wrong coupon.

3. Where the conductor required a passenger to pay fare for which he had given a ticket, threatening to eject him, the passenger is entitled to recover damages for the humiliation suffered and indignity done.

Pennsylvania Company vs. Bray, Ind S. C., Oct. 7, 1890.

NOTE:—The accepting of plausible explanations made to the conductor by passengers is generally done in violation of the company's rules and regulations. The Ohio Supreme Court decided June 24th, 1890, in the case of *McKay vs. R. R. Co.*, that if a passenger pay a railway agent fare for a certain trip, and by mistake of the agent is given a ticket not answering for that trip, but one in an opposite direction, and the conductor refuses to recognize such ticket or accept of an explanation, and demands fare, which the passenger refused to pay, ejection without unnecessary force will not be ground for an action, in tort, the action if sustained must be based upon a breach of the contract to carry.

The Michigan Supreme Court has recently decided (*Frederick vs. R. R. Co.*) that, as between the conductor and passenger and the right of the latter to travel, the ticket produced must be conclusive evidence, and he must produce it, when called upon, as the evidence of his right to the

seat he claims. Where a passenger has purchased a ticket, and the conductor does not carry him according to its terms, or if the company, through the mistake of its agents, has given him the wrong ticket, so that he has been compelled to relinquish his seat, or pay his fare a second time in order to retain it, he would have a remedy against the company for a breach of the contract. So, in a case where a passenger had paid for a ticket to a point beyond that called for by the ticket presented, and refusing to pay the extra fare, was ejected, and was denied a recovery in an action on the case. The principle announced here is that, as between the passenger and the conductor the ticket is the conclusive evidence of the passengers right to travel, and has been so held in New York, Mich., Ill., Maryland, Conn., New Jersey, Wis., and Massachusetts. Ohio, too, has held, that the fact that a ticket had been purchased, which was afterward wrongfully taken up by a conductor on one train, will not relieve a passenger from the duty of buying a ticket or paying fare on another train of the defendant, and in such case the right of action would be for wrongfully taking up the ticket, and not for ejection for failure to pay fare.

The Illinois Court (*Railroad Co., vs. Griffin*) held, that if a passenger pay fare to a certain station, and the agent inadvertently gave him a ticket to an intermediate station, a demand for a second fare will be a breach of the implied contract to carry him to the proper station. By paying a second time, his action will be as complete as if he resisted and suffered ejection. It is his duty to pay the second fare, and if reparation be not made, he can maintain an action.

So, in New York (*Yorlon vs. R. R. Co.*), where a passenger had a right to a stop-over ticket, and the conductor negligently gave him instead a trip check, held, that a second conductor may demand additional fare, and a refusal followed by ejection, such demand, refusal and ejection will be no ground of recovery against the company, though it will be liable for the fault of the first conductor.

The same court, (*Townsend vs. R. R. Co.*) that a regulation of a railroad company requiring pas-

sengers to present evidence to the conductor of a right to a seat or pay fare, is reasonable, and for non-compliance a passenger may be put off, and the wrongful taking of the passenger's ticket by a conductor of a previous train, on which the passenger had performed part of his journey, does not exonerate him from compliance with the regulation, and that for the wrongful act of the former conductor only, the company is liable. It has also been decided, that a passenger who had a ticket in his pocket and had exhibited it once to the conductor, and refused to exhibit it again when called on, was properly put off for refusing to exhibit his ticket. *Hibbard vs R. R. Co.*, 15 N. Y., 445.

Conductor and Passenger—Fraudulently Evading Payment of Fare—Right to Arrest Statute.

In order to justify an arrest made for an offense committed in the presence of a conductor who is also a police officer, the arrest must be made immediately. If the officer, as conductor, observes a breach or unlawful act committed, departs and afterwards returns, he cannot arrest the offender without a warrant for such previous offense so committed in his view. The shortness of the interval or absence from view does not affect the question. Hence, where a person without money fraudulently offers a worthless ticket for his fare which was refused by the conductor, who after leaving the car and returning when the train arrived at the first station and effected his arrest and afterwards filed a complaint against him for fraudulently evading the payment of his fare,

Held, That a jury might return a verdict for an assault and false imprisonment on the ground, that the conductor did not arrest him immediately upon discovering the fraud, but afterwards and in the presence of local officers to whom he was given over, who were not present when the offense against the statute was committed.

Krulewitz vs. Eastern R'y Co., Mass. S. C., Jan. 5, 1890.

Carriers—Injury to Passengers—Negligence of Conductor—Evidence.

In an action for damages for bodily injury sustained in consequence of the alleged negligence of a conductor, the court held:

1. That in order to impose a liability on a railroad company for the consequences resulting from the omission of an act by one of its employes, (conductor), the test is not whether, had the act been done, the accident would not have occurred, but whether the act omitted was one which it was the duty of the conductor to perform.

2. Where a conductor, who was told by an ordinary passenger that he has heard an unusual loud noise, and felt a jolt which had made the coach jump and aroused him, and who after reasonable inspection, inside and outside of the car, did not become conscious of a cause for alarm or danger, is not bound to stop the train for an inspection.

3. The conductor's failure to do so, and the consequent injury sustained thereby to the complaining passenger by the derailment and capsizing of the coach, caused by the breaking of a wheel, is not such negligence as imposes on the company the obligation of indemnity for harm sustained. Simply a wrong done to a passenger for which the law provides no remedy.

Irelson, et ux v. Southern Pacific Railway Company, La. S. C. May 29, 1890.

Carriers—Use of Passenger Platforms—Injunction.

In an action for an injunction against a railway company to determine depot rights, it is

Held, That a railway company cannot grant to one hack owner the exclusive right to use its platforms for receiving and discharging passengers; and, any soliciting or direction by conductors or agents in favor of the one and against the other carriers is unlawful, and an injunction will lie against such grant or contract.

Montana Union R'y Co. v. Langlois, et. al., Montana, S. C. June 1, 1890.

Injury to Passenger Leaving Car—Brakeman—Negligence.

1. The plaintiff, a passenger upon defendant's train, arose as the train approached her station and passed to the door of the car, which the brakeman held open. The jar of the train impelled her to hold her hand on the door-casing, when, as the train stopped, the brakeman let go of the door, which slammed together and injured her hand seriously.

Held, That the brakeman, who had been so seated as that he must have seen that plaintiff wished to get off at the station, was negligent in letting go of the door, and in the absence of suitable appliances to hold it from shutting when the train stopped.

2. It is not negligence for a passenger to leave her seat and go toward the door, which at the time is held open by one of the trainmen as the train approaches the station. Judgment in damages and \$100 paid to a nurse affirmed.

Cohoe v. Manhattan, etc. R'y Co., N. Y. S. C., July 18, 1890.



"When did you return from abroad, Mr. Skimilk?"

"Why, I haven't been abroad."

"Why, father said you had been living off Cowes for a year or so past."

"Why, er—yes—er I've been running a dairy, y'know."—*Light*.

"Yes," sighed the dissappointed mother, "I brought up my son very carefully and piously. As soon as he was old enough I got him to join the church, and made him give me his solemn promise that when he married he would marry a Christian woman."

"And didn't he?"

"No; he married one of the girls of the choir."—*Jacksonville Critique*.

Judge—So you were caught in the act, sir. You deceived your master?

Culprit—On the contrary, m'lud. He deceived me. He said he was going out of town and didn't go.—*Topical Times*.

She Did Not Understand.—"I do not see, papa, why you should object to my marrying him. You know he is rich, for he puts all his business in your hands."

"On mature consideration, my dear, I think it would be safer to marry some one who does not put all his business in my hands. You will understand these things better when you are older."—*Chicago Figaro*.

Not Necessarily Fatal.—Quizzel—What's the matter with young Downie? He looks sad.

Knowit—Oh, the popular disease—heart failure.

Q.—Heart Failure! Why, I thought that killed folks.

K.—Oh, not always. Miss Inswimmie threw him over for old Goldbee last week, and said she feared her heart didn't beat in unison with his.—*Detroit Free Press*.

A Sure Preventive.—Johnson—What do you have that big pile of wood in your yard for? Don't you burn coal?

Jackson (who lives in the suburbs)—Oh, yes, I just keep that there to frighten away tramps.—*Lowell Citizen*.

Whom to Consult.—Doctor (to patient.) What ails you?

Patient—Indeed, I don't know. I only know that I suffer.

What kind of a life do you lead?

I work like an ox, I eat like a wolf, I am as tired as a dog and I sleep like a horse.

In that case I would advise you to consult a veterinary surgeon.—*Texas Siftings*.

He was Dazed.—A Friend (to Z., a widower since twenty-four hours)—My poor friend, you seem dazed by your misfortune.

Z.—Yes, indeed, I was married sixteen years, and it seems as though I have come out of a long nightmare.—*Texas Siftings*.

"What is that scratch on your arm, Henry?"

"Oh, I hit it with the cat," was the unconcerned reply.—*Youth's Companion*.

Beware of new blotters. Here is what a lady not a hundred miles from Bryan found upon a fresh blotter when she dropped in at her husband's office the other day; "eno gnirad nwo yM" Having received no such communication from him for a period of 20 years or more, a question arose which has not yet been satisfactorily answered.—*Bryan, O., Press*.

"I'm run to death," said the coffin.

"I'm all put out," said the lamp.

"I'm all cut up," said the hash.

"I'm played out," said the trump card.

"I'm tired," said the wagon wheel.

"I'm done up," said the parcel.

"I'm used up," said the umbrella.

"I wish you would all follow my example," growled the pen-knife.

"What's that," cried the chorus.

"Shut up."—*Light*.



The Brotherhood Magazines for October are all on time, and are all as usual of interest to any one connected with railways.

For some unknown reason, *The Western Railway* fails to reach this office with anything like regularity. Whether it is a conspiracy of Republican postal officials to annoy a Democrat, or whether the fault is in Bro. Warman's mailing department, deponent sayeth not. Rise up and explain, Cy, or we'll join the U. P. Employees' Magazine and say you've sold out to railroads.

Bro. Honin announces the formation of a stock company for the future publication of *The Railway News Reporter*, and that Mr. John H. Lichteberger, late private secretary of General Manager Dickinson on the U. P., is to take an active part in the future management of *The Reporter*. We wish the new company success, and hope that it will relieve Dan enough so that he will have time to answer a letter.

No. 1, Volume 1, of the *Western Garden*, published at Des Moines, Iowa, is on our desk, and if succeeding numbers shall prove as interesting and valuable to those interested in gardening, whether it be for pleasure or profit, the *Western Garden* is likely to be a success. It is the only publication of the kind that we know of in the State, and it should meet with an extended patronage, while its publishers should be able to make it of much more value to Western gardeners than a paper that is published in the East.

A copy of *The Clef*, published in New York in the interest of vocal societies and musicians generally, has reached us, and we are somewhat surprised that these people in New York should know our musical ability and use such discriminating judgment as to send us a musical publication for criticism. We don't sing and can't whistle, but on an organ we are an expert. Some organists play by note, and some by ear, but we play by hand, and defy competition. *The Clef* has a page of

reading matter and ten pages of music, and if the music is as good as it looks difficult, the book is worth the \$1 per year that is asked for it.

After the spirited ballad of "Piping Jean," by Caroline D. Swan, which opens the October *Wise Awake*, the reader comes upon a good foot-ball story, a story of Phillips-Exeter Academy, written by Mrs. Adeline A. Knight, and entitled "John McGregor's Lesson;" curiously enough, while this story describes a foot-ball game between this school and Phillips Academy at Andover, the chapters of Mr. Ward's serial, "The New Senior at Andover," chronicle a base-ball contest between the same two schools; the first story is illustrated from life photographs of a typical "team" of each school.

Mrs. Harriet Prescott Spofford is at her splendid best in the war story "One Good Turn." "An Adirondack Camp," by Margaret Sidney, is a breezy chronicle of a particularly jolly time had by some particularly jolly young people. "Jack and Æsop's Jackdaw," by Amos R. Wells, is one of the brightest of the School and Playground series of stories, while "The Scarlet Specter of Sandy Ridge" is perhaps the strongest yet of Miss McLeod's Acadian Old-Folk Lore tales. "Brer Lizard's Coats," by Martha Young, is a quaint bit of story such as southern negroes like to tell. Alexanderia Black's "Camera Club" has seven fine photographs by amateurs. "A Quilt Expedition," by Henry Cleveland Wood, brings back to notice an old-time species of sewing-work, and gives twenty-four popular counterpane designs. "A Story of 1812, Part 1," by Olive Risley Seward, is a true story of Commodore Perry and an ancestor of the author. Mrs. Clafin's "Margaret-Patty Letters," Mr. Bridgman's Puk-Wudjie tale of "Father Maple's War-Paint," Miss Steinhauer's sketch of "Jack Weatherwax, Hero," Mrs. Rayne's "Pets of the Treasury," Helen North's "Letter-Writing for Young Folks," and Mrs. Sallie Joy White's article upon "Insurance and Advertising" agencies as business openings for women, together with the "Men and Things" department, complete the prose of the number.

The poems are by Graham R. Tomson, Mrs. Whiton-Stone, Kate Putnam Osgood, and Mary E. Wilkins.

Wide Awake is \$2.40 a year. Our readers can obtain it in connection with *THE CONDUCTOR* at club rates.

The modern magazine may be taken as embodying the best literature of the world, as the magazine editor pays the highest prices to novelists, scientists, statesmen, soldiers, and even kings and princes, for the best they can furnish in the literary line. The well-edited magazine becomes an educating influence in the family circle, whose importance cannot be over-estimated. The children, as they grow up, are attracted by its illustrations, and so come in time to have a taste for reading. There is always something that is new, something that is strange, something that is interesting; and we consider that we are doing our readers a positive benefit if we are instrumental in placing such a publication within their reach. The special arrangement that we have made with the *Cosmopolitan* presents very unusual inducements. The magazine, although only in the tenth month under its new management, is already recognized as one of the most interesting publications of the day. It is seeking subscribers everywhere and obtaining them. The proprietors believe that the *Cosmopolitan* has only to be examined to secure a permanent subscriber. That is why we are enabled to make, if the offer is accepted before January next, such a low rate, by which our readers can obtain the *Cosmopolitan* for little more than the cost of this journal alone. Just think of what the combination means! You obtain your own home journal at about the regular price, and have thrown in a magazine which gives you, in a year, 1536 pages of reading matter by the ablest writers of the world, including over 1300 pages of illustrations that are unsurpassed in point of interest and execution. Will it not pay you to send a subscription to this office for *THE RAILWAY CONDUCTOR* and the *Cosmopolitan*, immediately? Remember, only \$3.50 for the two.

Noticeable in this month's *St. Nicholas* is the article "Through a Detective Camera," written by Mr. Black, the well known amateur, and illustrated with characteristic bits of child life; the street scenes are as perfect as insects in amber; the hokey-pokey ice-cream man is a *genre* picture complete, and his Italian baby is a history of a down-trodden race in miniature. Frederic Villiers, the famous English war-correspondent, tells of his narrow escape from asphyxia, because of a "Copper Brazier" containing crude charcoal used

in warming an inn room at a Servian hotel. Mr. Villiers's forcible and peculiar drawings fully illustrate his text.

A real juvenile story is "Betty's By and By," in which Julia Lippmann tells a heedless heroine's experiences in that great rendezvous of procrastination. Mr. Bensell's quietly humorous drawing shows the youthful postponers engaged in squaring their accounts. Another story with a sly moral administered in a well flavored medium is "The Gwynnes' Little Donkey," by Kate Woodbridge Michaelis. This tells of the substitution of a pet donkey for the overworked drudge of a tinker's cart. It is the sort of story that is sure to make young people think, and yet not set them to worrying.

A novelty is "An Old English Folk-song," an application of Wagner's principles of operatic composition to the awful crime of that little peddler "whose name was Stout." It is more, however, than a musical joke, for the musical composition is of unusual merit.

Other features are a short illustrated life of Edward the Sixth; a toothsome poem by James Whitcomb Riley; a bright story by J. O. Davidson, telling how a Yankee with a rifle proved himself a match for a Chilian torpedo-boat; a clever poem designed to teach the hollowness of king's and queen's grandeur, and many other bright pictures, clever hits in verse, well-sustained departmental attractions, and all the serials. The man who cannot find interesting reading in this number should consult his physician.

The October *Century* opens with a frontispiece portrait of Joseph Jefferson. The last installment of the autobiography accompanies the familiar face, an installment which the author considers the most important of all, perhaps, because it contains, at considerable detail, his own final reflections upon the art of which he is an acknowledged master. It is doubtful whether such subtle and at the same time practical suggestions can be found elsewhere from a source so authoritative.

Professor Darwin, of Cambridge, England, a worthy son of a great father, contributes a paper of high and original value on "Meteorites and the History of the Stellar Systems." A striking photograph of a nebula, in which a system like our solar system seems to be in actual formation, accompanies this remarkable paper.

"A Hard Road to Travel out of Dixie," is the accurate title of a paper in *The Century's* new war-prison series. The present contribution is by the well-known artist and illustrator, Lieut. W. H. Shelton, of New York. Mr. Shelton naturally

furnishes his own illustrations for his own story of hardship and adventure.

"Prehistoric Cave-dwellings" is a profusely and strikingly illustrated paper by F. T. Bickford, on the prehistoric and ruined pueblo structures in Chaco Canon, New Mexico, the Canon de Chelly, Arizona,—the ancient home of the most flourishing community of cave-dwellers,—and other extraordinary cave villages not now inhabited.

The first article in the number is a pleasant travel sketch, "Out-of-the-ways in High Savoy," by Dr. Edward Eggleston, fully illustrated by Joseph Pennell.

Mr. La Farge's "Letters from Japan" have for their most striking feature this month the description, in word and picture, of fishing by means of cormorants in a Japanese river.

Mrs. Amelia Gere Mason closes in this number her first series of articles on "The Women of the French Salons." These articles having been so successful Mrs. Mason has been asked to furnish a supplementary paper or two on Mesdames Récamier, De Stael, and Roland.

Miss Helen Gray Cone contributes a paper on "Women in American Literature," in which she reviews the whole field of American female authorship—Miss Cone apologizing at the beginning for thus separating the women writers from those of the opposite sex.

In fiction the October number closes Mrs. Barr's story of "Olivia", and gives a sketch by a new Southern writer (Mrs. Virginia Frazer Boyle), and a story by Miss Sarah Orne Jewett—both illustrated by Kemble.

The "Bric-à-Brac" contributors are the late John Eliot Bowen and Edward A. Oldham.

Several articles have a general or special bearing on the fall elections—in the direction of reform and a wholesome independence. Mr. Henry Cabot Lodge, the Republican Congressman, strongly advocates the extension of the merit system in his paper on "Why Patronage in Office is Un-American"; and Judge Thompson, the Democratic member of the National Civil Service Commission, in an "Open Letter" shows the reasonableness of the reform. The leading "Topic of the Time" shows by a review of the political history of the country that there has always been "Partisan Recognition of the Independent Voter," and that State "calls" and conventions, and national "calls" and platforms have all along appealed to good citizens to take fresh and independent action in every election. The editor, in separate editorials, sustains the present Civil Service Commission, and the citizens' movement in New York city.

Scribner's Magazine for October contains articles of life and adventure in unusual places and circumstances, as on a cable ship, in the Maine lake region, and on board the "White Squadron" in port; others about interesting natural phenomena, like Professor Shaler's second paper, and the description of destructive sand waves; articles of great practical value, like Mrs. Sylvanus Reed's paper on private schools for girls, and John W. Root's on Western city architecture; good fiction and poetry, and many rich illustrations.

Herbert Laws Webb, who writes "With a Cable Expedition," was the member of the technical staff of a cable-ship, and from full experience describes the unique life on one of these vessels, which combines the "adventures of voyaging with operations demanding the highest scientific skill and knowledge, and with the most ingenious mechanical work.

"The City House in the West" is contributed to the "Home" series by John W. Root, a leading architect of Chicago, who is thoroughly acquainted with the rapid development of the taste for good art in house building in Western cities.

Mr. Zogbaum's second article in the New Navy pictures life with the White "Squadron" in ports of the Mediterranean—Lisbon, Gibraltar, Tangier—each with its strange people, bizarre costumes, and peculiar life. The author has caught the varying panorama, both in text and illustration, which together make very vivid the impressions of an acute observer, alive to both the human and artistic sides of the passing show.

Mrs. Sylvanus Reed, who, after a successful career of a quarter-of-a-century, has retired from the active management of a famous school, contributes "The Private School for Girls," an earnest explanation of the principles and aims which guided her in building up a school for "American girls of the highest class." Mrs. Reed replies to those critics who have called her methods "fashionable" and "superficial," and points out that recent modifications in the curriculum of American colleges are in line with her course of instruction. The article deals with an important class of schools which has received little attention from writers on educational subjects.

Professor N. S. Shaler's second paper on "Nature and Man in America" shows how the physical conditions of that part of North America east of the Mississippi "insure the profound diversifying influences which come to man from his occupations."

There is a short story by a new writer, the scene of which is in the Bolivian Andes, a strong instalment of the dramatic novel, "Jerry," and poems by Edith M. Thomas, Mrs. Fields, C. P. Cranch, and others.

The frontispiece is the third of Mr. Weguelin's artistic illustrations for Odes of Horace. Mr. Gladstone's translation of the "Lovers' Quarrel" is reprinted with it.



ROBINSON DIVISION, No. 78. }
SAVANNA, Illinois, Sept. 28, 1890. }

WHEREAS, In view of the loss we have sustained by the death of our Brother and associate, F. S. Barker, who was killed while on duty at Farley, Iowa, September 24th, 1890.

Resolved, That it is but a just tribute to the memory of the departed to say, that in regretting his removal from our midst we mourn for one in every way worthy of our respect and regard.

Resolved, That we wish to ever cherish his memory sacred as a faithful friend and Brother.

Resolved, That this heartfelt testimonial of our sympathy and sorrow be forwarded to the parents of our departed Brother and published in THE CONDUCTOR, and our charter be draped in mourning for thirty days.

E. A. HODGES, }
F. B. CORNELIUS, } Committee.
M. A. WOLCOTT, }

GREAT NORTHERN RAILWAY LINE, }
BUTTE, Montana, Sept. 21, 1890. }

Last Sunday evening at 8:30, a switch engine and three cars of wood got from control on the hill here near the Alice mine. The engine left the track and ran into an immense smoke stack containing eighty thousand brick, which collapsed and buried the engine in a vast heap of ruin. Engineer Jake Hatter was instantly killed, and foreman James Fitzgerald was fatally injured. No injuries were visible but the brain received internal wounds. He lingered five days in an unconscious condition and passed quietly away. His mother arrived from Auburn, Illinois, the day after his death.

The remains of Engineer Hatter were taken to Minneapolis, Minn. The B. of L. F. took charge and in company of a B. of L. F. Brother, his bride wife, mother-in-law and sister-in-law, all that was mortal of Jake Hatter passed from our sorrowing gaze.

To-morrow evening the B. of R. T. will perform the same duty to their beloved Brother, James Fitzgerald, and thus will fade from us two good true men, universally liked and respected by all. We sincerely mourn their loss. At Auburn,

Illinois, or Minneapolis, Minn., the mounds that mark the spot where rest our dear friends and Brothers, will ever remain revered in our memory.

Should these lines ever meet the eyes of the near relatives of our late friends, they will kindly remember, that in the railroad men of Butte, there will ever be sympathizers with them in their sore trouble.

With bleeding hearts we extend to them our sympathy, but words are weak—How empty the words, "engineer killed," "switchman fatally injured," when compared with the grief and desolation which clouds two homes.

On behalf of the railroad men of Butte, we take these means of extending our sympathy to the sorrowing families, and we know we but re-echo the sentiments of each and all.

A gap has been made in our ranks, one that it will be hard to fill.

J. B. ROBINSON, Division 47, O. R. C.
W. H. GOULD, Division 183, B. L. E.
C. H. WUNSCH, Lodge 151, B. of R. T.
THOS. HOWSEN, Lodge 264, B. of L. F.
D. L. McNAMARA, Lodge 5, B. of R. T.

SACRAMENTO, Cal., Sept. 26, 1890.

Editor Railway Conductor:

At a regular meeting of Sierra Nevada Division No. 195, held on September 21st, the following resolutions were adopted:

WHEREAS, It has pleased God to remove by accidental death, Brother J. D. Kepler, be it

Resolved, That in his death we have lost a true and worthy Brother.

Resolved, That we extend to the father and friends of our deceased Brother, our profoundest sympathy in their great affliction.

Resolved, That our charter be draped in mourning for thirty days in honor of our departed Brother.

Resolved, That these resolutions be placed on the records of this division and they be published in THE CONDUCTOR.

M. V. MURRAY,
Secretary Division No. 195.

THE DALLES, Oregon, Sept. 29, 1890.

At a regular meeting of Mount Hood Division No. 91, O. of R. C., the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God in his infinite goodness and wisdom to remove from our midst our worthy Brother, F. E. Langdon, Sept. 11, 1890. While in the discharge of his duties, Sept. 10th, he fell from his train and received injuries from which he died the following day.

Resolved, By the death of Brother Langdon, his parents and relatives have lost an affectionate son and brother, and that the heartfelt sympathy of this division be extended to them, hoping that they will find consolation in the thought that the deceased had always been true to their best interests while on earth, and that they will meet him in that better land where grief and sorrow never enter.

Resolved, That another link having been sundered from the fraternal chain that binds us together, may we, who survive him, be more strongly cemented together in ties of union and friendship, and during the short space allotted us here, strive to mutually promote the welfare and happiness of one another.

Resolved, That our charter be draped in mourning for a period of thirty days, and that a copy of these resolutions be sent to his bereaved parents, and published in THE CONDUCTOR.

W. H. JONES,
R. T. HEDRICK, } Committee.
J. H. SULLIVAN,

BURLINGTON, Iowa, Oct. 7, 1890.

At a regular meeting of Star Division No. 31, Order of Railway Conductors, October 5, the sad intelligence of the death of Henry Henderson, eldest son of Brother S. M. Henderson of Galesburg, Illinois, reached us and the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the universe in His infinite wisdom has seen fit to take from Brother Henderson and family their eldest son and brother. Therefore, be it

Resolved, That we most deeply deplore the loss sustained by our Brother and his family, yet we bow with resignation to the Divine will.

Resolved, That we offer to Brother Henderson and family our sincere and heartfelt sympathies in this their sad bereavement. And

Resolved, That these resolutions be recorded on the minutes of this meeting and be published in THE CONDUCTOR, the Burlington Gazette and Hawkeye. Also a copy be sent to this deeply afflicted family.

M. W. ROBINSON,
E. B. HEYWOOD, } Committee.
W. W. VAN SANT,

John Lyons was born at Alquina, Ind., August 18th, 1836. He was united in marriage to Miss Harriet M. Chapman, daughter of Dr. Amos Chapman, of Alquina, April, 1856. When the South proclaimed war against the Union he loved, he sacrificed the pleasures of family associations and the comforts of home to assist in the preservation, and served honorably in Co. E., 16th Regiment Indiana Vol's. About thirty years ago he entered the service of the C. & I. J. railroad, and was engaged in the railroad business until the time of the accident that caused his death.

He was a faithful member of the Order of Railroad Conductors. In politics he was a republican, and always took a lively interest in questions that affected the public.

For the past six years he has occupied the position of conductor on the C., M. & St. P. R'y, at Genoa, Ills. September 15th, 1890, while in the discharge of his official duties, he fell from his train and received injuries that resulted in his death a few days later, at Kirkland, Ills., where he had been taken for medical assistance. The sudden summons that called him away will leave a lasting void, which his presence once filled. A wife and four children survive him; one son, Albert G., and three daughters, Birdie, Mattie and Mrs. A. L. Streeter. Faithful and competent in official life, he possessed to an unusual degree the confidence of those whose interests he was employed to serve. Fair and agreeable in his relations with his fellow men, he commanded the perfect respect of those who in social life, had the pleasure of his friendship. Attentive and affectionate in the circle of his beloved home, he will be missed most by those whose tower of strength and protection he was. His remains were taken back to his old home at Brownsville, Indiana, and there laid to rest. Several members of Savanna Div. No. 78, accompanied the bereaved family to Brownsville. He resided at 554 Warren Avenue, Chicago, Illinois.

DENISON, Tex., Sept. 7, 1890.

At a regular meeting of Lone Star Division No. 53 the following resolutions were adopted;

WHEREAS, Division No. 53 has learned of the death of Brother A. K. Waddell, our first Chief Conductor. Therefore be it

Resolved, That while we bow with humble submission to the will of Divine Providence, we deeply mourn the loss of one who in prime of life and manhood has been removed from among us.

Resolved, As a mark of profound respect for his memory, our charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be sent to THE CONDUCTOR for publication.

S. E. KINSINGER, Secretary



E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

A NEW YORK OPINION.

The New York *Herald* endorses the opinion of THE CONDUCTOR in regard to the influence that placed Mr. Webb in the position of second vice-president of the N. Y. C. In a column editorial on the recent order in regard to the Knights of Labor, it expresses the opinion that he "is too big a man for New York to endure without peril to the public welfare," and thinks Mr. Depew should prevail upon the President to appoint him Consul to Senegambia. The *Herald* says further that Mr. Webb owes his place to "family ties," and it enunciates the principle of the right of labor to organize so forcibly that we quote at length from it:

"What do we see? The New York Central has emerged from a serious strike. It was provoked by administrative incapacity and insolence. Its consequences were averted by the common sense of the labor leaders and the pressure of public opinion. The good name which the Central had earned by its considerate treatment of its employes, the personal esteem in which the principal owners and the president were held, contributed to an understanding. Nothing showed more clearly the conservative tendency of labor organizations than the quiet adjustment of a controversy in which the laborers were but partially at fault and which, the more closely we read the after evidence, seems to have been precipitated by the recent indifference and ignorance of the Central management.

"The strike over and done, Mr. H. Walter Webb writes a circular forbidding the employes of the Central to belong to the Knights of Labor. So long as the Central employes, switchmen, engineers, conductors, or what not, do their work, it is not the business of Mr. H. Walter Webb to make inquiry as to their associations. The tendency of the poor is to congregate. They unite for ceremony, good fellowship, politics, thrift, charity and religion. They call themselves Masons, Odd Fellows, Knights of Pythias, Friendly Sons of St. Patrick, Tammany Braves, and other odd, quaint names. Where is the harm in this? And why may they not call themselves Knights of Labor and confer upon the thousand and one cares which enter into their lives as among our striving, suffering poor?

"This question concerns the inalienable rights of the American citizen, and it is incredible that Mr. Depew does not see it. Mr. Depew is a statesman with tact, a knowledge of men and affairs, has been a candidate for the nomination to the Presidency, and may again proudly look upon that high place. But does Mr. Depew believe it possible that at this day and hour a mere third vice president of the New York Central owing his place to family ties can say to an American citizen, even the humblest in his service, that he may not associate with his fellow laborers, that he may not call himself a Knight of Labor or Knight of the Moon if he pleases, that he may not concert with his fellows as to wages, hours of work, charities, privileges—that he may not even come into the august presence of H. Walter Webb and state a grievance?

"It is inconceivable that Mr. Depew should have permitted this folly. Does he think that H. Walter Webb and his family alliances own the New York Central? The New York Central is a public institution. It exists by the grace of the Commonwealth, by endowments from counties and municipalities, by chartered rights from the Legislature. No one knows better than Mr. Depew that it has been dowered with a princely hand, and that because of many acts of public favor some of the greatest fortunes in the world have come from its revenues.

"Mr. Depew has but to look at the Fourth avenue subway to see what was largely a gift from the people of New York. He can recall the time when by a stroke of the pen eighty per cent was added to the capital stock of the Central, and that to sustain that unnecessary and unjustifiable imposition every farmer in New York has been taxed for years and will be taxed forever. He knows how much the forms of justice and legislation have been subordinated to this great corporation; that for twenty years in Albany no Speaker's gavel has ever fallen to announce the passage of a decree which was not in its interest. With this knowledge, and comprehending the incredible obligations of the Central to the people of New York, it is hard to believe that he should permit an act which is as tyrannous an interference with the rights of American freemen as any which led to the Revolution. * * *

"Mr. Depew should put aside the vanity of opinion and realize that his management has

blundered. The American people will not endure, even from the Central, an interference with their liberties. Where corporations are concerned and bread and butter must be found for children they are long suffering. But right is right and freedom is freedom, and unless this maxim governs those in high authority and swaying vast responsibilities no one can tell what the end may be—nor with what terrible, relentless swiftness it may come."

On the other hand, the *Sun* apologizes for the circular and says it is surprising that the *Herald* should so misconstrue, and asserts that it is not from hostility to labor organization but to the Knights of Labor only that it is aimed. In our opinion, Mr. Webb is but carrying out the course determined upon before the strike occurred, but resolutely denied at that time. The *Sun* seems to think that he may have made a mistake and closes its article as follows:

"The Central's order, therefore, can reasonably raise nothing more than a question of its wisdom in regard to the special organization of the Knights of Labor. Such direct warfare as Mr. Webb represents, made upon any union, however atrocious, may arouse such a concentrated sentiment of sympathy that the result will be exactly the opposite to that desired. But the course chosen involves the quality of prudence only. To say that opposition to Mr. Powderly's society means hostility to other unions amounts to a greater libel upon labor organization proper than its bitterest enemy ever conceived of; to say that it means a purpose to exterminate organization is making the Central officials out to be too great fools for facts to stand."

With the *Herald*, we wonder that a management usually so liberal toward labor organizations, and that a man of Mr. Depew's acknowledged foresight and wisdom, should permit any such course to be taken by Webb. From a personal and selfish standpoint, we should be glad to see every conductor on the Central who is a Knight of Labor leave that association and become a member of a conductors' organization, and we believe that it will be better for them to do so, and we also believe that it will be better for the firemen, the engineers, the brakemen and the switchmen to leave the Knights and affiliate with the B. of L. F., the B. of L. E., the B. of R. T. and the S. M. A. A., but as a matter of principle, we cannot but condemn the assumption of any railway officer who interferes with what is the private and personal business of the employes by dictating to them as to whether or not they shall retain membership in, or become members of any organization. It is said that the circular contains no order to dismiss those who refuse to leave the Knights, and it is attempted to give the public the inference that it is only to be mildly persuasive in its character, and that if those who are members do not withdraw, they will not be

interfered with; to railway men, such an explanation is farcical in the extreme. Mr. Webb did not care to openly violate the law of New York, but all the same, every officer who received the circular, knows that it is an order to dismiss those who do not comply, and every member knows that if he does not comply, he will be promptly discharged on some pretext, and that under the present condition of things, there is no help for him. We wish to make no war on the Central as a company or on its management generally, but we caution the members of other organizations on that road, to look well to themselves if Mr. Webb remains in charge. What Mr. Depew should do, if he has influence enough to bring it about, is to depose Webb and put in his place some practical railroad man, like Mr. Toucey, for instance. These same men who are now Knights of Labor, will, the most of them, become members of other organizations, if they leave the Knights and remain on the Central, and Mr. Webb will then have an excuse for attacking some other.

FRAUD "POTTER" AGAIN.

A Denver dispatch says: A man traveling under the name of A. D. Potter is going the rounds of the east representing himself as a conductor on the Atchison, Topeka & Santa Fé railway, residing at 1340 South Water street, Denver. He claims to have been held up and all of his money, passes and jewelry taken from him. After a very pitiful tale he generally succeeds in borrowing money and is never afterwards heard of. He successfully worked a clergyman at Seneca Falls, N. Y., while other victims have been heard from in that state and Pennsylvania. The officials of the road declare the man a fraud and a swindler, that there is and has been no man in their employ by the name of A. D. Potter.

The position of the writer in opposing state legislation compelling railway companies to equip their rolling stock with automatic couplers has been very unexpectedly and energetically endorsed by the S. M. A. A., which at its late convention pronounced in favor of a link and pin coupler with the face recessed to make room for the hand, and the reason for this action is on account of the danger arising from the multitude of various "automatic" couplers that are being placed in use. State legislation is extremely dangerous, and safety lies only in national legislation that shall compel uniformity which is of more importance than anything else. With state legislation there will not be uniformity and political papers that profess to represent railway employes in condemning legislators for opposing such state legislation do both the legislators and the employes injustice

MENTIONS

R. O. Jeardo, a reliable member of No. 8, is now running out of Iron Mountain, Mich.

If those of our readers who write to advertisers will kindly refer to *THE CONDUCTOR*, they will do us a favor.

Bro. E. S. McCarthy of Div. No. 97, is now a resident of Paragould, Ark., and is president and general manager of the St. L., K. & S. R'y.

Since our last issue, divisions have been organized at Forest, Illinois, and Gainesville, Texas, and other places are waiting for the organizing officers.

Bros. C. S. Robb, of 195; F. H. Davenport, of 4; F. J. Woodard, of 53 and A. C. Shelton, of 181 were among those who have invaded the sanctuary lately. Call again.

A railway officer, when first shown the model of the Williams coupler, said "I would rather own the patent for that than to be president of the United States; there's more money in it." And we are of the same opinion.

We are in receipt of the twelfth annual report of the Bureau of Labor and Statistics of New Jersey, for which Mr James Bishop, Chief of the Bureau has our thanks. It contains much valuable information.

J. E. McCarthy, originally a charter member of Division No. 115, at San Francisco, and lately train master on the U. P. at Pocatello, has resigned his position. Brother McCarthy will have the best wishes of many friends wherever he goes.

A daily paper notes as one of the great benefits of advertising, that W. L. Douglass is likely to receive the nomination for congress in his district. In case he is nominated, we predict that both Mr. Douglass and the party which nominates him will find that he is altogether too well advertised. Mr. Douglass is well known among laboring men as one of those who have persistently fought labor organizations and while under the influence of the "New Engl and way," described in a late number of

the *Firemen's Magazine* and copied in the last *CONDUCTOR* under the head of "The Way it Works," he may go to congress, he will not have the voluntary support of enough voters to elect him.

We acknowledge with thanks a pressing invitation to be present at an entertainment given by the ladies of the new division of the L. A. organized at Toledo, Ohio, on the 9th inst., and regret very much that pressure of business prevented attendance.

Information is wanted of the whereabouts of Bro. E. J. Waterhouse, who left his home several months ago. His family are anxious to know something of him. Send information to Mrs. E. J. Waterhouse, 127 John Street, Cincinnati or to the C. C. of 107.

Brother A. A. Bowman, a charter member of Division No. 118, was appointed train master of the C. & E. I. with headquarters at Danville, September first. Brother Bowman and the members employed under him have the congratulations of *THE CONDUCTOR*.

Born Sept. 23rd, to Brother and Mrs. N. Pryor, a daughter. Congratulations are in order and those of *THE CONDUCTOR* are sincere. A little advice though, Newton; if the little Miss should Pryor father out of bed in the small hours, he should always keep his temper.

Note our offer of the *Ladies' Home Companion* and a copy of the celebrated painting "Christ before Pilate" to every subscriber who sends 30 cents additional or \$2.30 in all. The *Home Companion* and the picture will be sent to all members of the Order who send 30 cents.

An agreement has been perfected between the committee of members of the Order and the officers of the C. & N. W. R'y by which the pay of conductors is increased on an average about thirteen per cent, the pay of passenger conductors ranging from \$90 to \$120 per month with pay for over time. The new schedule will be given in *THE CONDUCTOR* soon.

We are in receipt of a copy of the new Illinois Central schedule which will be published as soon as space can be found. In this as in the new C. & N. W. and in fact all other agreements perfected by members of the Order, the interests of the brakemen have been cared for.

For prompt payment of losses, the R. O. & C. Accident Association, familiarly known as the "Indianapolis" and of which Bro. L. D. Hibbard is president, takes the lead of any in existence that we know of. All that is claimed by them in this respect, is true to our personal knowledge.

The members of the Order on the Pacific System of the Southern Pacific, speak highly of Bro. Jack Massey, who was their chairman, and they also wish to express thanks for the fraternal manner in which they were met and treated by Grand Master Wilkinson of the B. of R. T.

A neat business card informs us that Bro. J. T. Marr has associated himself with Messrs. Allen & Wills, in the real estate business in San Francisco. Mr. S. M. Allen will be recognized by many Santa Fé employés as a former train master there. We wish the firm good luck and "lots" of prosperity.

The secretary of No. 79 writes that he despairs of hearing from some of the members of that division, and that to some of them no more notices will be sent. He requests that Bros. C. W. Gossett, M. D. St. Clair, J. J. Humphrey, R. J. Kerstevens and E. L. Burrell communicate with him at once.

Conductor Albert S. Ostrander, of the New York, New Haven & Hartford, and for many years Grand Secretary of the Independent Order of Railroad Conductors, has been promoted to the Superintendency, vacated by E. G. Allen, who has become Superintendent on a New York Central division.

The difficulty between the B. of L. E. on one side and the So. Pac. and the B. of L. F. on the other arising over the promotion of a member of the B. of L. E. to which the engineers objected, is to be settled by arbitration, the arbitrators to meet at Houston, Texas, this month. So says a dispatch from Frisco.

It is with no small degree of satisfaction that we note the acquittal of Brother John Houghtailing, who was indicted for criminal negligence in causing the accident on the Lake Shore near Buffalo, last March. The report says, that but one witness was examined for the defense and that the jury returned its verdict in less than an hour.

The Grand Secretary is in receipt of an envelope with a mourning border containing nothing whatever. Presumably sealed and mailed with the intended contents omitted by mistake. Only a part of the postmark is legible and that shows it to have been mailed from some "On the Hudson" post office September 29th.

Division No. 107 requests us to inform members that on the occasion of their Union Meeting on the 19th. inst., the Grand Hotel will be headquarters and that a special rate has been made for the occasion. The boys at Cincinnati have made preparations for a large number of visitors and we urge our readers not to disappoint them.

A fact that inadvertently escaped notice some time ago, is that the National hotel at Hot Springs, Ark., is "run" by an old engineer and a member of the B. of L. E.; this fact alone will insure a cordial reception for any railroad man who visits the Springs and all who make the National their stopping place will not regret it.

The dispatches state that Mr. Webb of the Central has just issued orders to subordinate officers to the effect that all employés who are members of the Knights of Labor must withdraw from that association or leave the employ of the company. His success in defeating the strike seems to have emboldened Mr. Webb to openly acknowledge what he has heretofore denied and will probably convince many who have heretofore doubted, that the Knights were correct when they complained of being dismissed for membership in that order.

It will be of great interest and a matter of important information to the readers of THE CONDUCTOR to know that the removal of the Westinghouse Air Brake Company from Allegheny City to Wilmerding, Pa., is now completed. The shops in Allegheny City are now occupied by the Fuel Gas and Manufacturing Company, another Westinghouse concern. A few days ago the last complement of Air Brake workmen left for the new shops in Wilmerding.

The general offices have also been located near the new works, while the company's city office is located in the Westinghouse building, corner of Ninth street and Penn avenue, Pittsburg, Pa. This building is the property of the Westinghouse Air Brake Company.

The new works at Wilmerding are now in full operation, and, owing to the increased facilities, the output of the company is now much larger than formerly.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., NOVEMBER 1, 1890.

NO. 21.



THE BRAKEMAN AT CHURCH.

By request of an eastern friend we republish the following from the Burlington *Hawkeye*, and believe there are many in this section who will be glad once more to think of the fat passenger, the cross passenger, the tall, thin passenger, the man on the wood box and the woman who talks bass—familiar friends of a few years ago when the genial Bob was a Hawkeye citizen.

On the road once more, with Lebanon fading away in the distance, the fat passenger drumming idly on the window pane, the cross passenger sound asleep, and the tall, thin passenger reading "Gen. Grant's Tour Around the World." To me comes the brakeman, and seating himself on the arm of the seat, says:

"I went to church yesterday."

"Yes?" I said, with that interested inflection that asks for more. "And what church did you attend?"

"Which do you guess?" he asked.

"Some union mission church?" I hazarded.

"No," he said, "I don't like to run on these branch roads very much. I don't often go to church, and when I do, I want to run on the main line, where your run is regular and you go on schedule time, and don't have to wait on connections. I don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I guessed.

"Limited express," he said, "all palace cars, and two dollars extra for a seat, fast time, and only stop at the big stations. Nice line, but too exhaustive for a brakeman. All train men in uniform, conductor's punch and lantern silver plated, and no train boys allowed. Then the passengers are allowed to talk back to the conductor, and it makes it too free and easy. No, I couldn't stand the palace cars. Rich road, though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

"Universalist?" I suggested.

"Broad gauge," said the brakeman, "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in fifty miles. Stops at all flag stations, and won't run into anything but a union depot. No smoking-car on train. Train orders are rather vague, though, and the trainmen don't get along well with the passengers. No, I don't go to the Universalist, though I know some awfully good men who run on that road."

"Presbyterian?" I asked.

"Narrow gauge, eh?" said the brakeman, "pretty track, straight as a rule; tunnel right through a mountain rather than go around it; spirit-level grade; passengers have to show their tickets before they get

on the train. Mighty strict road, but the cars are a little narrow; have to sit one in a seat and no room in the aisle to dance. Then there is no stop-over tickets allowed; got to go straight through to the station you're ticketed for, or you can't get on at all. When the car's full, no extra coaches; cars are built at the shops to hold just so many, and nobody else allowed on. But you don't often hear of an accident on that road. It's run right up to the rules."

"May be you joined the Free-Thinkers?" I said.

"Scrub road," said the brakeman, "dirt road bed and no ballast, no time-card and no train dispatcher. All trains run wild, and every engineer makes his own time, just as he pleases. Smoke if you want to; kind of as-go-as-you please road. Too many side tracks, and every switch wide open all the time, with the switchman sound asleep and the target-lamp dead out. Get on as you please and off when you want to. Don't have to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir, I was offered a pass, but I don't like the line. I don't like to travel on a road that has no terminus. Do you know, sir, I asked a division superintendent where that road run to, and he said he hoped to die if he knew. I asked him if the general superintendent could tell me, and he said he didn't believe they had a general superintendent, and if they had, he didn't know anything more about the road than the passengers. I asked him who he reported to, and he said 'Nobody.' I asked a conductor who he got his orders from, and he said he 'didn't take orders from any living man or dead ghost.' And when I asked the engineer who he got his orders from, he said, 'he'd like to see anybody give him orders; he'd run that train to suit himself, or he'd run her in the ditch.' Now, you see, sir, I'm a railroad man, and I don't care to run on a road that has no time, or makes no connections, runs nowhere, and has no superintendent. It may be all right, but I've railroaded too long to understand it."

"May-be you went to the Congregational church?" I said.

"Popular road," said the brakeman, "an old road, too; one of the very oldest in the country. Good road-bed and comfortable cars. Well managed road, too; directors don't interfere with division superintendents and train orders. Road's

mighty popular, but its pretty independent, too. Yes, didn't one of the division superintendents down east discontinue one of the oldest stations on this line two or three years ago? But it's a mighty pleasant road to travel on. Always has such a splendid class of passengers."

"Did you try the Methodist?" I said.

"Now you're shouting," he said with some enthusiasm. "Nice road, eh? Fast time and plenty of passengers. Engines carry a power of steam, and don't you forget it; steam gauge shows a hundred and enough all the time. Lively road when the conductor shouts 'all aboard'; you can hear him to the next station. Every train-light shines like a head-light. Stop-over checks are given on all through tickets; passengers can drop off the train as often as he likes, do the station two or three times and hop on the next revival train that comes thundering along. Good, whole-souled, companionable conductors. Ain't a road in the country where the passengers feel more at home. No passes, every passenger pays full traffic rates for his ticket. Wesleyan air-brakes on all trains, too; pretty safe road, but I didn't ride over it yesterday."

"Perhaps you tried the Baptist?" I guessed once more.

"Ah," said the brakeman, "she's a daisy, ain't she? River road, beautiful curves; sweeps around anything to keep close to the river, but it's all steel rail and rock balast, single track all the way and not a side track from the roundhouse to the terminus. It takes a heap of water to run it through; double tanks at every station, and there isn't an engine in the shops that can pull a pound or run a mile with less than two gauges. But it runs through a lovely country: these river roads always do; river on one side and hills on the other, and it's a steady climb up the grade all the way till the run ends where the fountainhead of the river begins. Yes, sir, I'll take the river road every time for a lovely trip, sure connections and good time, and no prairie dust blowing in at the windows. And yesterday, when the conductor came around for the tickets with a little basket punch, I didn't ask him to pass me; but I paid my fare like a bond man; twenty-five cents for an hours run and a little concert by the passengers assembled. I tell you, Pilgrim, you take the river and when you want—"

But just here the loud whistle from the

engine announced a station and the brakeman hurried to the door shouting:

"Zionsville! This train makes no stops between here and Indianapolis!"

ROBERT J. BURDETTE.

Fighting Machines.

THE BATTLES OF THE FUTURE WILL BE CONTESTS BETWEEN THEM.

It is becoming more and more apparent that the battles of the future, whether on land or sea, will be largely contests of machines with machines. The development of modern weapons has gone on at such a pace that it seems not unreasonable to predict that before long what will be required of men who fight battles will be, more than anything else, a thorough knowledge of mechanism; in short they will be, to a great extent, mechanics and engineers. Already the modern naval vessel has become what may be called simply a fighting machine, all its space not required for the men and officers being taken up with intricate and complicated machinery for doing things which in the old days were done by the men, or left undone. Indeed, the modern warship has grown so complicated, and done it so rapidly, that it is said many of the older officers of the navy are meeting with considerable difficulty in keeping abreast of the improvements, and that the younger men, fresh from the study of science, and with more ambition to spur them on to further study, are coming rapidly to the front in consequence. It seems that future naval victories are to be won not by the side that has the strongest and bravest men necessarily, but by the side which has its men best protected from the machines of the enemy, and is itself provided with superior machines. All this, of course, will inevitably bring more and more into prominence the machinist and engineer, and it is beginning to be recognized that some additional effort must be made to secure the best of both on war vessels.—*American Machinist.*

His Half Son.

An old negro was scolding his son when a man who happened to be passing along said: "You don't seem to be pleased with that boy?"

"No, sah; I ain't pleased wid him er tall. Dar's er good many p'int's erbout him dat I ain't got no use fur. He ain't right

bright in his jedgment, an' he's erbout the laziest human pusson I ever seed in my borned life. But I couldn't 'spect much better o' him caze he's only my ha'f son, nohow."

"Your half son?" the man exclaimed.

"Yas, sah, dat's all he is—jes' my ha'f son."

"Why, how do you make that out?"

"Easy ernuff, caze I dun been maird twiced."

"That don't make any difference."

"But I reckon it do. De chillun that wuz borned undurin' my fust wife's life-time is dat boy's ha'f brudders an' sisters, an' ez da is my chillun, I 'lowed dat I was his ha'f daddy. It 'peer ter me dat it take er mighty long time ter get er p'int through er white pusson's head, nohow."

—*Arkansaw Traveler.*

Working the Innocent.

A TRAIN BOY WHO WAS A MIGHTY GOOD JUDGE OF HUMAN NATURE.

The experienced train boy, says the *Chicago Herald*, was apparently giving instructions to a youth whom he was breaking in as an assistant.

In the seat directly in front of the two sat Mr. and Mrs. Harrison Kerpunk, of Georgeson's Cross Roads. It was their first trip away from home.

"You can generally tell by their looks," said the peanut boy, oraculary, "whether it's goin' to pay to try to come any little game over 'em or not. See that chap half way between here an' the other end of the car? Well, you could sell that man a dime novel for a dollar and a half and rope him in on the dollar-in-the-box trick just as eas; as look at him. You'd be wastin' your time, though, to try and play any tricks on such people as these two in front of us. They're old travelers. No use to show them any thing but what's bang up genuine an' cheap. If you've got anything that's fresh an' wuth the money, them folks is the kind of customers to take 'em to the first thing. Snide goods won't go down with such customers as them, I tell you. Well, I must work the train now. Remember what I've told you."

"That boy is a mighty good judge of human nature, Jose, isn't he?" said Harrison to his wife, after the experienced peanut boy had gone into the forward car to get his basket. "He thought he wasn't

talking loud enough for us to hear, but I've got pretty sharp ears. I heard every blamed word he said. Well, it's a fact, Jose," he added, "it wouldn't be much use to try any of his little tricks on me. I've got my eye teeth all cut. Here he comes. If he's got anything worth buying he'll come straight to us. You see if he doesn't."

And before the peanut boy was done with Mr. Harrison Kerpunk he had sold him half a dozen prize packages, five boxes of last years maple carmels, a dozen sour oranges, three twenty-five cent books for half a dollar each, unloaded his entire stock of moldy figs on him, and cleaned him out of a two dollar bill on an innocent little trick with a pill box and a gold coin.

"Jose," said Harrison, after he had sat looking out of the window for about five miles, "durned if I don't begin to think he said all that to the other boy on purpose for me to hear it!"

Saw a Train Coming.

WHY THE OHIO MAN FELT UNDER OBLIGATIONS TO A COURTEOUS BRAKEMAN.

The train was passing over a high trestle-work, on an Ohio railroad, when a man who had been smoking his cigar in silence suddenly observed:

"Ah! gentlemen, but I have cause to remember this spot all my life."

"Any thing happen to you here?," asked one of the quartette.

"Indeed, something happened. It was two years ago this month. I was visiting my aunt in that hamlet at the other end. One day I wanted to come over to the big stone quarry. a quarter of a mile further on. It was a near cut to take the track, and so I took it."

"And met a train!" exclaimed a voice.

"Yes, I had reached the center of the trestle, which is ninety-five feet above the cruel rocks, when I heard the whistle of a locomotive, and a moment later caught sight of a freight train rounding the curve. There was only one possible way of escape."

"And you—you—"

"I seized it. Though considerably rattled I did not loose my presence of mind. Dropping down between the cross-pieces I swung clear with my feet and hung on with my hands. You can judge of a man's feelings with almost a hundred feet space between his feet and a great mass of jagged rock."

"Great Scots! How long did you hang there?"

"About ten minutes."

"But did it take the train that long to pass over you?"

"Oh, no."

"Then how was it?"

"Why, the train side-tracked at the other end, you see, and I hung on until one of the brakemen walked out to me and said if I wasn't in the circus business to stay I'd better get out of that."

"But I don't exactly see."

"Oh, there is nothing to see. I got off the bridge all right, with three hours to spare before another train came along. I was very much obliged to the brakeman—very much. I might have hung there all day, you know."—N. Y. Sun.

Ten Good Things to Know.

1. That salt will curdle new milk, hence in preparing milk porridge, gravies, etc. the salt should not be added until the dish is prepared.

2. That clear boiling water will remove tea stains and many fruit stains. Pour the water through the stain and thus prevent its spreading over the fabric.

3. That ripe tomatoes will remove ink and other stains from white cloth, also from the hands.

4. That a tablespoonful of turpentine boiled with white clothes will aid in the whitening process.

5. That boiled starch is much improved by the addition of a little sperm salt or gum arabic dissolved.

6. That beeswax and salt will make rusty flat irons as clean and smooth as glass. Tie a lump of wax in a rag and keep it for that purpose. When the irons are hot, rub them first with the wax rag, then scour with a paper or cloth sprinkled with salt.

7. That blue ointment and kerosene mixed in equal proportions and applied to the bedsteads is an unfailing bedbug remedy, as a coat of whitewash is for the walls of a log house.

8. That kerosene will soften boots and shoes that have been hardened by water, and render them as pliable as new.

9. That kerosene will make tin tea kettles as bright as new. Saturate a woolen rag and rub with it. It will also remove stains from varnished furniture.

10. That cool rain water and soda will remove machine grease from washable fabrics.—*B. of L. E. Journal.*

"Let Us Welcome Our Company Home."

Headlines of an editorial in daily paper on the day of the return of a militia company from the scene of a late strike.

Let us welcome our warriors home,
They are toming all crowned from the fray,
Like a thoroughbred flecked with the foam
Which he blows from his nostrils away.
To a quickstep how gaily they tread,
As it rolls from a soul-stirring drum;
Oh! they conquered slaves struggling for bread—
Let us welcome our warriors home.

For the very brief space of a week
The undaunted lads went to the wars,
To protect every ulcerous freak,
That was coupling and switching the cars;
They're returning all laureled and crowned,
Like the conquering heroes of old;
And the streets with their praises resound,
Half their valor can never be told.

Pray, what right has a toiler to strike,
Or suppose he's created a man?
He's presumptuous to think of the like,
Let him carry his chains while he can;
For if ever he tries to escape
From the shackles in which he is bound,
We can riddle his carcass with grape,
From the guns of our heroes around.

With the Pinkerton thugs and the guards,
And the treasure which lies in the vaults,
All the strikers are sure of rewards,
In the shape of ferocious assaults;
And the law and the question of right
For the moment are equally lost;
They are crushed by the moloch of might,
Stalking onward regardless of cost.

To "our citizen soldiers" my song
Is inscribed with a poisonous will;
They're the boys who marched gaily along,
The "disorderly rabble" to kill;
Never pausing a stride to reflect
On the wrongs the poor devils may feel,
Who for once in their lives stood erect,
Asking justice and getting the steel.

* * * * *

I remember a few years ago
When the "higos" were ordered to march,
To encounter a resolute foe,
All their limbs were deficient of starch;
They slunk off to the land of the queen
From a terror of Southern braves,
But their courage ferocious is seen
When they level their muskets at slaves.

—SHANDY MAGUIRE, in *Firemen's Journal*.

Two Dreams and What Came of Them.

There was a time in the history of our country when the name of Soiengarahta, or as the English have it, "Old King Hendrick," stood for all that was brave and powerful.

Many Indian allies of the English proved treacherous and revengful, but Soiengarahta and his sturdy band of Mohawk warriors stood firm in their loyalty to "their pale-faced brethern."

Old veterans of the famous Duke of Marlborough regarded Hendrick with reverence, and the British officers stationed in America were only too glad of the friendship and advice of so valiant a man and so shrewd a counselor as the venerable Mohawk sachem.

American life in the eighteenth century seemed exceedingly tame to the spirited English officers who had been used to gay society and high living, and it was their custom to enliven themselves by giving entertainments to their friends and brother officers. To one of these entertainments, given by General (afterwards Sir William) Johnson, Hendrick was invited.

The aged, grizzled hero, better used to simple fare in his native woods, was greatly pleased by the extensive preparations for enjoyment which he saw at General Johnson's house.

As he passed from room to room, inspecting and admiring everything, his eye fell upon a full military dress of fine scarlet, richly embroidered and resplendent in gold lace and buttons, which had been carelessly tossed into a chair. With reverent hands Hendrick lifted and examined the gorgeous suit which had just been sent to General Johnson by his royal master in England.

At last, with a sigh, he softly laid the garments upon the chair and left the room; but during that evening and the next day he returned frequently to look with greedy eyes at the scarlet dress.

Upon the third and last morning of the entertainment, Hendrick said to General Johnson, after exchanging with him the compliments of the day, "Pale-faced brother, Hendrick had a dream last night."

"Indeed!" exclaimed the General, "and pray let us hear what it was about."

"Pale-faced brother," said the chief gravely, "Hendrick dreamed that that beautiful coat was his."

"Red-faced brother," cried General

Johnson, promptly and heartily, "it is yours."

Joyfully Hendrick bounded away, and presently his tall, commanding form was dressed in the magnificent scarlet costume.

Sometime after this Hendrick resolved to give an entertainment and invite all those English officers who had treated him so royally. Accordingly the guests were bidden, and General Johnson was among the number.

Hendrick's home was in that part of the beautiful country now called New York State, through which the Mohawk River runs. The chieftain was a bountiful host, and his guests retired at a late hour, well satisfied with their entertainment.

The next morning General Johnson arose early and went out into the open air to greet his host.

"Ah!" exclaimed Hendrick, his face lighting up at sight of his friend, "how did my pale-faced brother sleep?"

The general replied that he rested well, but that he had had a remarkable dream.

"What did my brother dream?" asked the sachem.

"I dreamed," said Johnson slowly, and spreading his hands out before him as he spoke, "that all these lands were mine."

Hendrick looked at the general in speechless wonder. The Indians are firm believers in dreams, and Hendrick was sorely perplexed. To grant this request was to give up nearly one thousand acres of well-wooded, fertile land; to refuse, was to tempt the great spirit to send some terrible evil on the man who had dreamed.

At length Hendrick turned to the General and said solemnly, "The land is yours. But my pale-faced brother must not dream again."

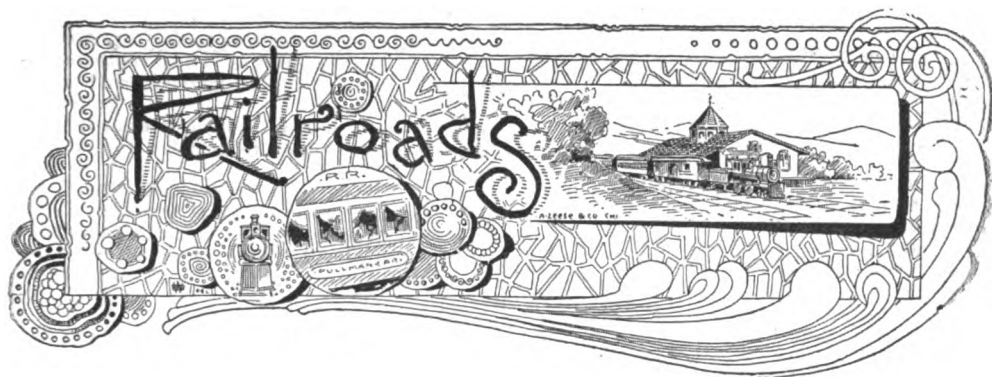
This grant of land which was made by Hendrick, and afterwards received the royal sanction, was for some time called "the dream land."—MINNA STEIN WOOD, in October *Wide Awake*.

A Sure Enough S'prise.

The Sioux City *Times* is responsible for the following:

John Roberts, of North East, is a farmer well enough to do, but he had always been eccentric about his clothes. Until a week

or so ago he had not been known to buy a new suit of clothes for years. The ones he wore had been so patched and repatched that no bit of the original warp and woof was visible. This personal slovenliness on the part of her husband was a source of constant annoyance to Mrs. Roberts, who is a woman of exceptional neatness. She had long ago become so ashamed of his appearance that she would no longer accompany him to town to do her trading. This singular characteristic of the farmer was not owing to penuriousness, for he is a liberal man in all his dealings. A few days ago he went to town to do a little trading, and, to the utter astonishment of the town, he purchased a new suit of clothes for himself. His new clothes were done up in a package, and he placed the package on the wagon seat beside him when he started for home that night. It was a dark night. Farmer Roberts had got half way home when a brilliant idea struck him. He stopped his horse on a bridge where the road crosses the east branch. "I'll do it, by gum!" he said. "I'll do it and su'prise Eliza!" Thereupon the farmer rose up in the wagon and began to take off the patched and re-patched clothes he had worn so long. As he removed a garment he tossed it into the creek until he had tossed them all in, and had nothing on but his shirt. "Great apple sass!" he exclaimed. "But won't Eliza be su'prised!" Then farmer Roberts reached for the package that had his new clothes in. It wasn't on the seat. Farmer Roberts got down and reached under the seat. The package wasn't there. Then he felt all over the bottom of the wagon. The package wasn't anywhere on the bottom. Farmer Roberts rose up in the wagon and looked back along the pitch-dark road. Then he climbed back in his seat, and away the horses went for home. The night was chilly and there was three miles to go. When Farmer Roberts reached home and climbed out of his wagon he paused. "The hull idea didn't work," said he, "but I'll bet \$9 that I su'prise Eliza." That he did no one doubts, but when he got up in the morning and went out to the barn, clad in the hired man's overalls, and saw his package of new clothes hanging by its strings on the brake handle at the side of the wagon he was a little surprised himself.



THE ERIE TROUBLE.

THE CLAIMS OF THE MEN.

To the General Manager of the New York, Lake Erie and Western Railway Systems:

We, the federated body of employes of the New York, Lake Erie and Western system, composed of engineers, conductors, firemen and trainmen, through our representatives, respectfully submit to you the following schedule of pay and regulations to govern said employes, to which we expect a just and satisfactory answer, within a reasonable length of time:

Articles 1 to 48, inclusive, to govern engineers and firemen.

Articles 49 to 83, inclusive, to govern conductors and trainmen.

ARTICLE 1.—Ten hours or less to constitute a day's work; overtime 1-10 day per hour. The balance of our present agreement to remain as at present, except as hereinafter provided for, and all present time allowances to remain as at present, excepting as hereinafter provided for.

ART. 2.—Engineers in road and construction service, \$3.75 per day. In switching service \$3.25 per day. Deadheading, one-half actual trip rates.

ART. 3.—Firemen in road and construction service, \$2.30 per day. In switching service, \$2.15 per day. Hostlers, \$2.40 per day. Deadheading, one-half actual trip rates.

ART. 4.—Engineers and firemen called for a train which is subsequently annulled shall receive one-half day.

ART. 5.—Engineers and firemen used as witnesses in suits brought or defended by the company shall be allowed actual trip rates for trips lost, plus day rates for time consumed when trips are not lost, plus expenses. Payment for witness service shall be by voucher.

ART. 6.—Wrecking service is special service, the time allowance for which must be determined by the circumstances of each individual case. Engineers and firemen called to make their regular trips and are requested to do switching, pushing, construction work or other duty not pertaining to their own train, shall be paid one-tenth day per hour, while so engaged.

ART. 7.—Qualification being equal the oldest man shall have the preference to engines and trains.

ART. 8.—All vacancies of regular runs or jobs shall be advertised on all bulletin boards and such

vacancies given to the oldest man in accordance with the roll of honor, providing always that such applicant so advanced, shall be determined to be thoroughly competent for such position.

ART. 9.—No engineer or fireman shall be discharged or suspended without a fair and impartial trial with a member of his own organization present, the same to take place within five days after suspension. Engineers or firemen found blameless shall be allowed full pay for all time lost.

ART. 10.—Engineers or firemen on trial may have the privilege of calling in and having present during the investigation any actual witness of the offense being investigated.

ART. 11.—For every two firemen promoted, one engineer shall be hired. The engineers hired shall pass the same examination as the firemen, and take rank on the roster behind the last promoted man. All applications for the position of engineer shall register their names and the men shall be sent for in rotation, if they can be found, if not, keep on down the list until a qualified man is found. Application books shall be open for inspection at all times at master mechanics' offices.

ART. 12.—All suspensions of engineers or firemen shall be definite, the time of suspension to be computed from the time the party was originally taken off, pending investigation.

ART. 13.—Monthly passes good over the Erie system shall be furnished all engineers and firemen as long as they continue in the service of the company.

ART. 14.—An engineer or fireman leaving the service (either discharged or of his choice) shall be furnished a letter, signed by the master mechanic and superintendent, with the stamp or seal of office affixed, stating his qualifications.

ART. 15.—Work report books will be opened and maintained at all terminal roundhouses.

ART. 16.—Hostlers to be stationed and used as follows: Jersey City, all through trains arriving. Bergen, for east bound incoming trains only. Newburg, for passenger engines arriving and departing only. Port Jervis, all engines, both passenger and freight, arriving only. Ssquehanna, for eastbound passenger engines arriving only, and both eastbound and westbound freight engines arriving only. Hornellsville, passenger en-

gines, both east and westbound, arriving and departing, and freight engines arriving. Buffalo, for all passenger engines, both arriving and departing, and for all freight engines arriving and departing. Freight engines will be brought from roundhouse to JU by hostlers, to be taken from there by road crews. That hostlers carry engineers and firemen on their arrival at Buffalo from the shop to Louisiana street between the hours of 9 p. m. and 5 a. m. Salamanca, for passenger engines, both arriving and departing, arriving freight engines to be turned over to hostlers on ash pit. Bradford, passenger engines arriving and departing, freight engines arriving only. Meadville, Kent, Galion, Cleveland, Youngstown, O., Carbondale, Chicago, Huntington, same as at present. At Marion, the same as at Chicago now. At Binghamton, one day and one night. Engines to be turned at Youngstown and Bradford by roundhouse men. It is understood that round trip rates cover the service of handling locomotives at turning points, Elmira, one hostler nights.

ART. 17.—Engine crews running regular trains shall be furnished an engine for making each regular run and shall be permitted to run consecutively during the month.

ART. 18.—Engineers and firemen, on every other-day runs, shall be at liberty on arrival in from return trip, provided that it is understood that engineers or firemen, (when notified on their arrival in from such runs that they may possibly be wanted for special service before their regular time for going out) shall not absent themselves from their houses or boarding places without keeping the superintendent advised where they can be found; provided also, that under such circumstances there shall be no claim for compensation on the part of the engineers or firemen, unless held at round-houses or on their engines by special instructions, in which case they shall be allowed one-tenth day per hour as in case of overtime.

ART. 19. All committees of engineers and firemen will be cheerfully granted leave of absence, as soon as possible after applied for, when they wish to present any matters to any of the officials of the company.

ART. 20. The matter of making up freight trains is one for which no general rule can be established, and it must be determined by the proper officers, who have intimate knowledge of local conditions.

ART. 21. Calling cards (the same as now used on the New York, Pennsylvania and Ohio,) to be used on the Erie proper. The time designated on such card as the leaving time of the train shall be the time from which the allowance is to be computed. This shall not be construed as implying that the company agrees to make any provision for calling engineers and firemen who live any unreasonable distance from engine dispatcher's office. All engineers and firemen on the Chicago and Erie shall be called for all trains, caller to be furnished with book to be signed when called, time to commence one hour after.

ART. 22. Road engineers and firemen who have become disqualified for road service, whether by age, sickness or accident, if able to properly do switching service, may drop back into switching service at road rates.

ART. 23. The firemen's roll of honor shall be carefully revised every six months, to the satisfac-

tion of the officials and firemen's committee.

ART. 24. No fireman shall run an engine without having first passed examination and taken grade as an engineer.

ART. 25. The present system of examination of firemen for promotion to engineer to be continued.

ART. 26. Engines on the rounds, when having no regular crew or crews assigned to them, shall have oil cans filled, lamps filled and trimmed (but not lighted) by round-house men, and no fireman shall be required to clean or build fire, hostler or turn their engines or take coal at terminal points.

ART. 27. Firemen will not be required to clean engines below the running boards, and we request that the company furnish men to take care of and paint all front ends and stacks.

ART. 28.—Hereafter, in filling hostlerships, the oldest fireman applying for the position as hostler shall take and hold the same until his turn for promotion or a better job of firing is advertised.

ART. 29.—Jefferson division—All engines and trains round trip between Susquehanna and Carbondale, one and one-sixth days; overtime as per article 1.

ART. 30.—Eastern division—The rates for switching engines at Jersey City car shops, Newark, Paterson, Newburgh, Goshen, Middletown and Port Jervis coal pockets to be the new rates for switching service, except in those cases where special rates have already been established for individual reasons.

The runs from Port Jervis to Newburgh and return, to be allowed one and one-half days, over time, as per article 1. New York and Greenwood Lake engineers and firemen to receive main line pay.

ART. 31.—Delaware Division.—The run from Port Jervis to Honesdale and thence to Lackawaxen and Susquehanna to be rated as one and five-sixths days. It is not agreed that an engine especially for switching service shall be stationed at Honesdale. The run from Port Jervis to Lackawaxen and return to be paid three-quarters of a day; over seven and under ten hours, one day. The run from Susquehanna to Deposit and return to be allowed one half day; over five and under seven hours, three-quarters of a day; over seven and under ten hours, one day; overtime as per article 1.

ART. 32.—Susquehanna Division—Engine crews hauling trains 17 and 18 to be allowed one day for trip between Binghamton and Corning.

ART. 33.—Western and Bradford Division—Western and Bradford division, no change asked for.

ART. 34.—Buffalo division—Engine crews hauling trains 16, 11, 21, 22, 19 and 31 between Buffalo and Avon, will be allowed one and one-quarter day for each round trip. The case of the engine working between Buffalo and Black Rock is already especially provided for, by allowing the crews road pay for switching service. Switching engine in service at Castile to be paid for at road rates. Switching engine in service at Tonawanda to be paid for at switching rates.

ART. 35.—Rochester division.—Switching engine at Avon and Rochester to be classed as at present, and rates as in switching service. Engine crews hauling train 2 and 3 between Rochester

and Elmira, be allowed one and one-sixth days per single trip.

ART. 36.—Buffalo and Southwestern division.—Way freights and runs between Buffalo and Dayton and return, one and one-sixth days. Buffalo and Southwestern switch engine at Buffalo be considered a road job, and be paid road rates. Overtime as per article 1.

ART. 37.—1st Division, N. Y., P. and O.—The run between Meadville and Jamestown to be paid one and one-half days round trip; two days if over twenty hours; over time as per article 1.

ART. 38.—2nd Division, N. Y., P. and O.—The run between Kent and Leavittsburg to be paid three-quarters of a day; over seven and less than ten hours, one day. The run between Meadville and Leavittsburg one and one-half days, and two days if over twenty hours. Overtime as per article 1.

ART. 39.—3rd Division, N. Y., P. and O.—No changes, except that local freights will be allowed one and one-sixth time. Switching crew at Silver Creek will be allowed road rates.

ART. 40.—4th Division, N. Y., P. and O.—All through trains, passenger and freight, will be allowed one and one-tenth days; all local freights, one and one-sixth days; one round trip between Galion shop and Marion junction to be allowed one-half day; over five and less than seven hours three-quarters of a day; over seven and less than ten hours one day; overtime as per article 1.

ART. 41.—Mahoning Division, N. Y., P. and O.—All local freight trains on Mahoning Division, receive one and one-sixth days; overtime as per article 1.

All time consumed between Cleveland and Youngstown through freight round trips over seventeen hours shall be paid overtime at the rate of one-tenth day per hour. Time allowance to remain as at present, one and five-eighths days.

All time consumed on through freight trains, round trip between Cleveland and Niles, over fourteen hours shall be paid overtime at the rate of one-tenth day per hour. Time allowance same as at present, one and three-eighths days.

All time consumed on through freight trains between Cleveland and Leavittsburg over ten hour-round trip shall be paid for overtime as per article 1. Time allowance as at present, one day.

One round trip between Youngstown and Leavittsburg, if made in five hours or less, be paid one-half day; over five hours and under seven hours, three-quarters of a day; over seven hours and less than ten hours, one day; overtime as per article 1.

Engineers and firemen on regular helping engines between Cleveland and Randall, day and night, for all time consumed over ten hours, shall be paid overtime as per article 1.

Engineers and firemen on extra helping engine between Cleveland and Randall, one round trip of five hours or less to constitute one-half a day; over five and under seven hours, three-quarters of a day; over seven and less than ten hours, one day; overtime as per article 1.

Engineers and firemen on local freights between New Lisbon and Niles, round trip, to be allowed one and one-sixth days; overtime as per article 1.

Engineers and firemen through freight trains between Niles and Leetonia, one round trip of five hours or less to be paid one half day; over five and less than seven hours three-quarters of a day; and over seven and less than ten hours one day.

Two round trips ten hours or less, one day; overtime as per article 1. One round trip on passenger train between Cleveland and Youngstown shall constitute one and one-third days; between Cleveland and Leavittsburg one day; between Cleveland and Mantua one day. Two round trips on passenger between New Lisbon and Niles shall be paid one and one-quarter days.

One round trip between Youngstown and Sharpsville or Sharon, if made in five hours or less, one-half day; over five and less than seven hours three-quarters of a day; and over seven and less than ten hours one day; overtime as per article 1. One round trip between Youngstown and Shenango, if made in seven hours or less, three-quarters of a day; over seven and less than ten hours one day. Two round trips, if made in ten hours or less, one and one-quarter days. Overtime as per article 1.

One round trip between Youngstown and Niles or Niles and Leavittsburg, if made in three hours or less, one-quarter of a day; over three and less than five hours one-half of a day; over five and less than seven hours three-quarters of a day; over seven and less than ten hours, one day. Overtime as per article 1.

The Vienna branch run, Manning branch run, and Hubbard coal train to remain road runs; overtime as per article 1. On freight run between Youngstown and New Castle, one round trip between Youngstown and Ferrona and two round trips between Ferrona and New Castle to be allowed one and one-half days; overtime as per article 1.

One round trip between New Castle and Ferrona of five hours or less, one-half a day; over five hours and less than seven hours, three-quarters of a day; over seven hours and less than ten hours, one day. Two round trips ten hours or less, one day. Overtime as per article 1.

ART. 42. That engineers will not be held responsible for excessive rate of speed down grades, when they have no control of the speed of the train, after giving caution or steady signals, when circumstances render it necessary to do so.

ART. 43. Engineers and firemen on the eastern and Delaware divisions to remain on their respective divisions.

ART. 44. The position of road foreman of engines shall be filled from the ranks of engineers in active service on their respective divisions.

ART. 45. Mahoning division requests road fireman's pay for emergency engineers firing temporarily.

ART. 46.—Engineers and firemen after coming in from a trip which may have consumed eighteen hours or more may demand ten hours rest before being compelled to go out again.

ART. 47.—That firemen receive suitable protection from the weather by means of curtains or otherwise on all engines.

ART. 48.—Chicago and Erie—First-class trains between Huntington and Chicago, one and one-half days; first-class trains between North Judson and Chicago, round trip, one and one-half days; first-class trains between Huntington and Marion, one and one-quarter days; second-class trains between Huntington and Marion, one and one-half days. Overtime to commence after thirteen hours. Second-class trains between Huntington and Chicago, one and five-eighths days; overtime to commence after fourteen hours. Locals be-

tween Huntington and Marion, one and three-quarter days, overtime to commence after fourteen hours. Locals between Huntington and North Judson, one and one-sixth days; overtime to commence after ten hours. Locals between North Judson and Chicago one and one-sixth days; overtime to commence after ten hours. Transfer engines between Hammond and Griffith to receive road pay. Round trip between Marion and Lima, one and one-sixth days; overtime to commence after ten hours. Round trip between Huntington and North Judson, one and one-half days; overtime to commence after fourteen hours. Trains 6 and 7 between Huntington and Marion be allowed one and one-half days, while hauling freight cars. The oldest men to have the preference of runs regardless of divisions.

ART. 49.—The following schedule of pay and regulations to govern train conductors and train flagmen and brakemen on freight and passenger trains on the Erie railway and leased lines, including the New York, Pennsylvania and Ohio railway and the Chicago and Erie railway, in effect.

ART. 50.—Local passenger trains to be based on a daily mileage of 120 miles. Conductors of local passenger trains to receive \$3.46 per day of 120 miles or less, and three cents per mile for additional mileage; flagmen \$2.10 per day and 21.10 cents per mile for additional mileage; brakemen, \$2 per day and two cents per for additional mileage.

ART. 51.—Through passenger and express trains, including Wells Fargo express trains, to be based on a daily mileage of 150 miles. The conductors of through passenger trains to receive \$3.46 per day for 160 miles or less, and three cents per mile for additional mileage; flagmen, \$2.10 per day and two and one-tenth cents per mile for additional mileage; brakemen, \$2 per day and two cents per mile for additional mileage. In all cases, when by reason of exceptionally hard runs, unusual hours, or for any other reason, less than 120 miles for local and 150 miles for through passenger trains is now computed as a day's work, no change in mileage to be made.

ART. 52.—Turn-around trips, either on through passenger or local passenger trains, of 105 miles to be computed as 120 miles, and overtime to be allowed for additional mileage, as provided in article 50. Any passenger train making stops at half of the stations on any division shall be classed as a local passenger train within the meaning of articles 50 and 51.

ART. 53.—Conductors of mixed passenger and freight trains to receive \$3.46 per day for 100 miles or less, and three and one quarter cents per mile for additional mileage; flagmen \$2.10 per day and two and one-tenth cents per mile for additional mileage; brakemen \$2 per day and two cents per mile for additional mileage. Turn-around trips of eighty-five miles with mixed trains to be computed as 100 miles.

ART. 54.—Conductors of local freight, through freight, stock, and coal trains to receive \$3.25 per day; flagmen \$2.10 per day; brakemen \$2 per day. On turn-around trips trainmen are to be considered on duty until the round trip is completed, and overtime allowed as provided in article 55.

ART. 55.—On all freight runs of 100 miles or less, consuming more than ten hours to make the run, overtime will be paid as follows: All overtime to be computed according to the rate per

day of each class: one hour to constitute one-tenth day; no fraction of an hour less than thirty minutes to be counted; any fraction of an hour over thirty minutes to be counted as one hour. Trainmen required to remain on duty over thirty minutes after arriving at main line terminal stations to receive overtime at the rate herein provided. For freight runs exceeding 100 miles, trainmen to be paid for all overtime used to complete the trip in excess of an average speed of ten miles per hour. No crews to receive less time than they are now allowed for their runs; and further provided that conductors, flagmen and brakemen in freight service shall be allowed the same time for the same work that is allowed to engineers and firemen.

ART. 56.—Freight or passenger crews making extra trips in addition to their regular assigned runs, will be allowed extra time upon the basis of pay allowed other crews in similar service. Excursion trains, pay trains, officers' trains and special passenger trains of any kind shall be paid upon the basis of articles 50 and 52.

ART. 57.—Construction trains to be paid as follows: Conductors, \$90 per month, flagmen, \$63 per month, brakemen, \$60 per month. Twenty-six or twenty-seven days per calendar month to constitute a month's work, and ten hours to constitute a day's work. For any extra service overtime to be allowed; conductors, thirty cents per hour; flagmen, twenty-one cents per hour; brakemen, twenty cents per hour. When a conductor acts as foreman of a construction train he shall receive \$15 per month extra.

ART. 58.—Conductors of pusher engines to receive \$2.75 per day of ten hours, and extra pay for overtime at the rate of twenty-five cents per hour.

ART. 58.—No train to be run on the road without a conductor.

ART. 60.—Conductors, flagmen and brakemen called to go to wrecks, washout, or bucking snow to receive thirty, twenty-one and twenty cents per hour respectively. No time of less than one day to be allowed for this class of service.

ART. 61.—When conductors, flagmen and brakemen are called to go out, their time shall commence at the time specified for them to leave, and if the train is annulled they are to be paid at the rate of thirty, twenty-one and twenty cents per hour, respectively, until notified that such train is annulled or until relieved from duty. Not less than one-half day to be allowed under this rule.

This rule to apply to trainmen who report for duty on their regular assigned runs without being called.

ART. 62.—Conductors, flagmen and brakemen attending court at the request of an official of the company, will be paid at the same rate he would have been entitled to had he remained on the run and if away from his home station he shall receive his legitimate expenses in addition thereto.

ART. 63.—Conductors, flagmen and brakemen deadheading to any point on company's business, to be allowed half time at their regular rate, this rate to be on the basis of the work to be performed, and for which the deadhead trip was made.

ART. 64.—Passenger and freight conductors, flagmen and brakemen, after a continuous service of eighteen hours or more, shall be entitled to ten hours rest, if they so desire, before they are called

again for service, except in cases of wrecks, wash-outs or other similar emergencies. No trainman to be required to go out when sick or physically disqualified.

ART. 65.—Conductors, flagmen and brakemen are not to be dismissed or suspended from the company's service, without just cause. All suspensions of trainmen to be definite. In case of suspension or dismissal of any conductor, flagman or brakeman, who believes his sentence to be unjust, he shall have the right, within five days, to refer his case by written statement to the division superintendent. Within five days of the receipt of this notice, the superintendent shall give his case a thorough investigation, at which the aggrieved employé may be present if he desires, and also be represented by a disinterested employé of his own grade, whom he may select. In case he shall not be satisfied with the result of said investigation, he shall have the right to appeal his case to the general superintendent or general manager. In case suspension or dismissal is found to be unjust, he shall be reinstated and paid for all time lost. In case of suspension the time shall date from the day the man was first taken off his run for investigation.

ART. 66. A conductor, flagman or brakemen leaving the service of the company (either discharged or of his own accord) shall be given a letter signed by the division superintendent with the stamp or seal of his office affixed, stating the record and time of service, etc., of said employé.

ART. 67. Committees of conductors or trainmen to be granted leave of absence as soon as possible after applying for same, when they desire to present any matter to any of the officials of this company.

ART. 68. All conductors, flagmen and brakemen are to be regarded as in line of promotion, and qualifications being equal, the man longest in the service of this company to have the preference of trains and runs. This rule not to effect any promotions already made. Promotions to the positions of passenger or freight conductors and trainmaster to be confined to men in train service. Any trainman promoted to conductor, and any freight conductor promoted to passenger conductor, shall be considered as in line of further promotion, dating from the time the first promotion was made, without regard to men who might have been older in the service at the time the first promotion was made.

ART. 69. When freight traffic is light and it is necessary to reduce the number of crews in order to allow conductors and trainmen to make reasonable wages, the conductors of crews thus taken off to be given preference as flagmen and brakemen, until such times as an increase of business requires more crews, when said conductors shall be reinstated in the order in which they were taken off, flagmen and brakemen to be provided for in the same manner as above. Every employé to understand that it is his privilege to make written appeals to his division superintendent whenever, by promotions, reductions or assignments, he deems an injustice has been done him.

ART. 70. In assigning conductors or trainmen to trains, due consideration shall be given to age and location, by reason of residence; and whenever practicable they shall be allowed to take

such local or through runs as they shall desire, by reason of the advantage to them of residence, at points where such local or through runs may lay over; and no conductor or trainman shall lose any right or be deprived of the advantage of any better paying run shall he desire to accept of runs under the above conditions.

ART. 71. Any conductor or trainman who has become disqualified for road or yard service, whether by age, sickness or accident, the company shall furnish such person employment suitable to his condition.

ART. 72. All local freight crews on the Western and Mahoning divisions of the New York, Pennsylvania and Ohio and the eastern division of the Chicago and Erie, and on all other locals where they are now employed, to have three brakemen and one flagman.

ART. 73.—Train baggagemen on through trains between New York and Chicago and Cincinnati to receive thirteen mills per mile, and all division, branch and turn-around runs to be allowed the same time that crews receive on same runs. No train-baggageman to receive less pay than the flagman on the same run receives.

ART. 74.—No parties to this agreement shall be required to pay for supplies used in the discharge of their respective duties.

ART. 75.—All trainmen, after two years' service for this company, shall receive monthly passes, good over the road and branches upon which they are employed.

ART. 76.—Passenger conductors to be granted relief from making the following reports: The monthly passenger reports form 227; daily train card, form 877; and from reporting other than the total mileage on mileage books; also from giving classification and number of tickets on back of form 890.

ART. 77.—Men regularly assigned to passenger service are not to be called upon to run freight trains.

ART. 78.—All passenger trains consisting of more than four cars are to have at least one brakeman in addition to the flagman and baggageman employed upon the train.

ART. 79.—Trainmen will be called at terminal stations by a train caller, who will be provided with a book in which the men called shall register their names, with the time they were called, for reference.

ART. 80.—Yard Men.—Day foremen in yards to receive not less than \$2.75 per day. Night foreman to receive not less than \$2.75 per night. Day brakemen to receive not less than \$2.30 per day, and night brakemen not to receive less than \$2.50 per night. Less than five hours shall constitute one-half a day's work, and over five hours one full day's work, and overtime as per article 55.

ART. 81.—Whenever a vacancy occurs on any train, it shall be regularly advertised in the bulletin books on the division for a space of at least twenty days.

ART. 82.—No pusher engine shall be used to push trains on diversified grades, but when pusher or helper engines are used, except on hills or steady up grades, both engines shall be coupled on the front end of the train.

ART. 83.—Trainmen not to be required to turn engines at Bradford and Youngstown.

President King's Reply.

NEW YORK, Oct. 9, 1890.

To the engineers, conductors, firemen and trainmen of the lines of the New York, Lake Erie and Western Railroad Company.

There has been presented to this company by certain of its employés "a schedule of pay and regulations," accompanied by the statement that "a just and satisfactory answer is expected within a reasonable length of time." The schedule consists of eighty-three distinct articles "to govern engineers and firemen, conductors and trainmen." A copy of the schedule is attached to this answer.

The rights and duties of engineers and firemen of this company are fixed by detailed regulations, which were made by the company in 1887, as the result of nearly a week's consultation with those classes of its employés. The arrangement thus made was at the time accepted by them as entirely just and satisfactory, and, so far as they are concerned, is expressly recognized by the first paragraph of the schedule now presented as constituting an "agreement." Although this arrangement has proved in many respects onerous, so far as its interests have been concerned, still the company has carried it out with the utmost good faith. So fully, indeed, has it done this that since the arrangement was made not a single charge to the contrary, not a single complaint regarding the administration of these regulations has never been brought before the chief executive officers of the company. No reasons are suggested why this arrangement, which three years ago had the approval of the employés interested and which has since worked so satisfactorily with them, should now be changed to the disadvantage of the company, and no such reasons can be found in the condition of railroad business generally or of this company particularly.

Many of the articles contained in the schedule now presented express what is already the practice of the company. As no changes in regard to these matters are contemplated they need not be further considered. A large number of the proposed articles provide in various forms for increase in compensation. It is not suggested that since the present rates were fixed there has been any change in the state of affairs warranting the same. On the contrary, the well-known fact is that the earnings of the company per ton per mile have, in common with all other railroad companies, steadily decreased. It is not claimed that higher rates are currently paid for similar services or that the company is able to pay higher rates consistently with its obligations to the public and to the holders of its securities; and the facts are distinctly to the contrary. Since the receipt of the proposed schedule a careful comparison has been made by the officers of this company between the rates of wages paid upon its lines to engineers, firemen, conductors and trainmen, and those paid upon the principal competing and adjacent lines. The facts upon which the comparison is based must be known to railroad employés generally. In making the comparison on roads where wages are paid by the month, they have been reduced to pay per mile run, and the same has been done with the trip system in force upon this line. The rates paid upon the Erie road, based on 100 miles service, compare with the average rates paid upon the principal competing and adjacent lines for similar service as follows:

Pass. and freight engineers.....	64 cents in excess
Passenger firemen	41 cents in excess
Freight firemen	30 cents in excess
Passenger conductors	22 cents in excess
Freight conductors	71 cents in excess
Passenger brakemen	12 cents in excess
Freight brakemen	34 cents in excess

The rates paid upon the New York, Pennsylvania and Ohio road, based on 100 miles service, compared with the average rates paid upon the principal competing and adjacent lines for similar service as follows:

Passenger engineers.....	28 cents in excess
Freight engineers.....	3 cents in excess
Passenger firemen	31 cents in excess
Freight firemen	22 cents in excess
Freight train flagmen.....	4 cents in excess
Freight conductors.....	11 cents in excess
Freight brakemen.....	The same.
Passenger conductors	40 cents less.
Passenger train flagmen	12 cents less.
Passenger brakemen	13 cents less.

So far as concerns the Mahoning division, as has recently been demonstrated to a committee of the employés by the general superintendent, not only do the rates of wages and the hours of service thereon conform to those of other roads with which this company competes, running from the lake ports to the ore and coal districts, but any increase in these rates would put this company at a disadvantage as regards its competitors in a manner which would ultimately compel it to do the work in question without remuneration to others than its employés.

The rates paid upon the Chicago and Erie compare with the average rates paid upon its principal competing lines for similar service, as follows:

Passenger engineers.....	11½ cents in excess
Freight engineers.....	8½ cents in excess
Passenger firemen	21½ cents in excess
Freight firemen.....	4 cents in excess
Freight conductors.....	21 cents in excess
Freight brakemen.....	19 cents in excess
Pass. conductors.....	\$13.69 per month in excess
Passenger brakemen.....	\$1.61 per month in excess

In addition to this, a careful computation of the pay rolls for the past year shows that the rates and allowances requested would increase the pay rolls of the Erie system to the amount of \$1,034,000 per annum. Moreover, it would naturally follow that justice to the employés of classes other than those engaged in the train service would make them participants in any general advance, and the addition to the burdens of the company would, therefore, be still greater. The sum named is in excess of the average earnings of the company for the last five years above its fixed charges, which latter must necessarily be met in order to prevent the company from insolvency and the property from disintegration. The company desires to secure the very best character of services, and recognize that to do so it is necessary to pay wages at an equal rate with its competitors. The foregoing facts show that it does more than this. But the proper rate of wages depends not upon what the employés would like to get, nor upon what the company would like to pay, but upon what, in view of rates upon other lines and the nature of the competition to be met, the company is able to pay consistently with its own continued existence. As has been said, whatever

change in the condition of railroad business has taken place since the present rate of wages were fixed has been to the disadvantage of the company. It is manifest, therefore, that any such general increase is impracticable. It will, however, be observed that the comparison which has been made discloses that the rate of wages paid upon the New York, Pennsylvania and Ohio line are, in some instances, below the average paid upon adjacent lines. The general superintendent has been instructed to give these matters his attention and to readjust the rates of wages to conform to conditions existing on competitive lines as far as practicable.

One of the articles of the schedule proposes that ten hours or less shall constitute a day's work, and overtime shall be paid for at the rate of one-tenth day per hour. While this apparently relates to the length of time during which employes shall be upon duty, it is in fact a proposition for increase of wages. The proposition is not to limit continuous hours of work to ten, but is merely that any time beyond that limit shall be paid for as extra work. The system of pay in force is the trip system; all runs are computed as a day or more than a day, as the length of the division may warrant. For instance the run from Jersey City to Port Jervis, a distance of eighty-seven miles and occupying on some passenger trains less than three hours is counted and paid for as a days' work; from Port Jervis to Susquehanna 104 miles, occupying on passenger trains an average of three and a quarter hours is counted and paid for as one and one sixth days work; from Susquehanna to Hornellsville, 140 miles, the average time for a passenger train is four hours and the longest schedule time of a freight train is eleven hours and fifty minutes and each of these is counted and paid for as one and one-half day's work.

From these illustrations it is manifest that many of the runs regularly occupy much less than ten hours. The present proposition is that for every hour in excess of ten occupied by a run additional wages shall be paid. But if the runs are to be paid for strictly by the hour it would naturally follow that, for every hour less than ten, wages should be correspondingly reduced. Although this would be manifestly equitable, no suggestion of the sort is made in the article in question. Such an arrangement would be greatly to the advantage of the company. For the number of hours by which the runs fall short of ten is far more than the number in excess thereof. When there are unusual delays the trainmen are on duty and in charge of their trains, but rarely perform any actual labor, the time is occupied merely in waiting upon sidings or at terminals; and their position is quite similar to that of delayed passengers. If these unusual detentions continue so that the trainmen are on duty for more than twelve hours, they are paid for every hour thereafter at the rate of one-tenth of a day's wages. The proposition of the article now under consideration is that this payment should begin at the expiration of ten hours rather than of twelve hours. The proposition, is therefore, as has been said, not for a reduction of hours of labor but for an increase of compensation. The reasons already given show why an increase in compensation is impracticable under existing conditions. The comparisons above stated show that the wages paid already exceed

those paid upon competing and adjacent lines. If the allowance for overtime were increased it would merely increase this disadvantage upon the part of the company. The present arrangement is more liberal than that ordinarily prevailing. For on many roads no overtime whatever is allowed; while upon others an allowance is made only in case of failure to promptly enter yards at terminal points. And it may be observed that a change which would make delay in operation more advantageous to those in charge of the trains would not conduce to efficiency of the service. As has been said, the article in question proposes increase in wages, not reduction in the hours of work. But it may not be out of place to say here that the present application has led to the conclusion, that by reason of the recent rapid increase in the tonnage of the road, the number of trains run on the eastern and Susquehanna divisions, is in excess of the facilities of those divisions and that some classes of freight trains are, therefore, at times unduly delayed. This can be remedied only by an increase of side track facilities which will enable trains to pass over those divisions in shorter time. Orders have been given for the construction thereof and the work will be rapidly completed. It is believed that this will remedy any unnecessary detentions to trains upon those divisions; but if it does not, other measures will be adopted to prevent any excessive hours of work occasioned by increased volume of business.

Many of the articles contained in the schedule proposed relate wholly to matters of discipline, administration and operation of the road. For many years most pleasant and cordial relations have existed between the company and its employes. Their well being and individual convenience have been constantly studied. Every officer of the company has been readily accessible to their suggestion and requests and the same have received careful and respectful consideration. The company realizes that a fair and considerate course of action toward its employes alone can secure for them the efficient service which is necessary to the successful operation of its road and the full discharge of its duties to the public. Its past course in these matters is a guaranty for the future far more effectual than would be any attempted contract upon the subject. But it must be remembered that the obligations of the company are not merely to its employes. It is charged with grave duties to the state which has granted its franchise by virtue of which it exists; to those who have loaned to it the money which has paid for construction of its works; to the communities which it serves and which depend upon it for their prosperity, and to the persons who entrust to it their lives and property. The law has imposed the responsibility for performance of these various duties upon the directors and officers, and has for the purpose of securing such performance, committed to them the management and administration of the property. It is beyond their power to delegate their duties to others or to limit by contract the wise discretion which it is their bounden duty to exercise. The company, therefore, could not, if it would, enter into any agreement in regard to these matters. Such parts of the corporate business as the hiring, promotion and discharge of employes; their duties and discipline while in the service of the company and the methods of enforcing the

same, cannot, therefore, be delegated or made the subject of contract obligation.

Under the present practice all employes charged with neglect of duty are afforded a full investigation with the opportunity, if they deem themselves aggrieved, to appeal to the highest officers of the company. Appointments and promotions are made with careful reference to the qualifications and length of service of the individuals. The discipline and duties of the employes, as their compensation, have been fully as favorable to them as those prevailing upon other lines. The company is now requested to bind itself by cast iron rules for an indefinite time to the exclusion of the exercise of any discretion by those to whom such questions are committed by law, namely, the officers and directors for the time being. As has been already said, the company has no such power. In any event, the present state of affairs suggests that there would be no advantage in endeavoring to do so. For, only three years ago, the relations of the company to its engineers and firemen were expressed in elaborate regulations with the approval of those employes. Yet those regulations are now, without any cause therefore being suggested, sought to be materially changed. Moreover, one or two of the suggestions now made may be referred to as showing how manifestly objectionable it would be to attempt this method of managing the corporate business.

One of the proposed articles is that for every two firemen promoted to the position of engineer, one engineer shall be hired from among those not already in the company's service. For many years the company has pursued the policy of promoting engineers from among its own employes. Largely the supply has been drawn originally from the range of freight train brakemen. To undertake to hire an outside man for every two promoted would be to debar one-third of the firemen and brakemen from the chance of promotion to one of the most lucrative positions in the company's train service. A fireman ordinarily serves from three to four years before he becomes an engineer. It would manifestly be unfair to the firemen and prejudicial to the service to increase that term merely with the result of providing employment for outsiders. The good of the employes and the efficiency, of the service are the only considerations which can have weight in such matters.

Again, one of the articles is that promotion shall be made of the oldest men. That is the ordinary practice with the company. But it may well be that the oldest man is not the most desirable or competent person for the higher position, and that his promotion would be injurious to the service. As the superior officers are responsible for its efficiency, they should have the right to decide such questions. Opportunity should be given for the recognition of individual ability and merit, and the way left open for every individual to rise to the highest position in the service of the company.

Still further, it is requested that passes over the entire system shall be granted to all trainmen. At present division superintendents issue passes to their employes and their families over their own divisions, whether traveling on the company's business or not; and requests for passes over other divisions for employes and their families are granted as occasion requires. But to extend this

and permit indiscriminate travel over the lines by all classes of employes would not be consistent with good discipline or proper service to the public, which requires that they should be at their posts of duty, or when not on duty be within the reach of the proper officers unless granted leave of absence. If the employes without the knowledge of their superior officers could be at any time hundreds of miles away, those officers would never know upon what force they could rely.

If it were necessary numerous other illustrations could be drawn from the schedule now proposed of the unfortunate effects which would follow any attempt to administer the corporate business by any general contract.

A number of the articles, however, refer to local conditions such as the readjustment of runs, the amount of rest allowed, the making of reports and similar matters. These will be at once taken up by the superintendents of the divisions affected and their action will be communicated to the employes interested. In these matters every effort will be made to satisfactorily meet the views of the employes.

In conclusion, then, the company is unable to advance wages generally. It does not expect or desire to pay less wages for similar service than those paid upon competing and adjacent roads, but on the other hand, as it cannot obtain higher rates for transportation, it cannot afford to pay rates higher than its competitors. And the fact is that its present rates are without exception higher than the average paid by them. In a few instances where this is not the case the company will, however, readjust its rates. In addition to these reasons for not making the advance now requested, the same, as has been shown, is beyond the company's means.

So far as the management of the corporate business and the employment and discipline of the company's officials are concerned, those matters are committed by the law to the wise discretion of the officers and directors in office when questions regarding the same may from time to time arise. No one has power to make any arrangements or contracts which will be effectual to deprive them of that discretion. The interests of all concerned—of the employes no less than of all others—require that the law in these respects should be obeyed, and the stability and efficiency of the corporation be thus insured. But the officers of the company will continue in the future as they have in the past to faithfully endeavor to promote the welfare of each and every employe, as well as the efficiency of the service.

Inasmuch as the subject of this correspondence is one affecting the interest of every employe, it is proper that all should be fully informed of the position of this company; and, therefore, this answer to the schedule is addressed to all employes, not merely to those who presented it.

JOHN KING,
President New York, Lake Erie & Western Railroad Company.

The S. M. A. A. and Couplers.

The following is the portion of the report of the Switchmen's committee referring to the coupler question, which was adopted by the convention.

As to the draw-bar question, we, your com-

mittee, respectfully submit that we have carefully considered all facts submitted to us and have obtained much valuable information from delegates, and have also familiarized ourselves with the communications from railroad officials which were handed to us by Vice-Grand Master Downey, and would say that it is a vexed and difficult subject to handle. We, as yard men, have watched for years the many devices put out for connecting cars, and many of them are so impracticable for freight service as to be a disgrace to the inventors. Knowing their defects and the great losses sustained by the railroads in consequence of their use it is but justice to our own safety and a greater duty to our families dependent upon us for support that we come squarely out, face the issue, and in the plainest language give expression to our convictions of right and justice to switchmen. This we must do if we are ever to hope for relief from the dangers to which we are exposed when coupling and uncoupling freight cars. Therefore, we recommend the adoption as a standard of a single improved draft iron link and pin coupler, with recess in face of drawhead for protection of hands and fingers, until some automatic coupler has been produced more satisfactory than any yet brought to our notice, which above conclusion we have reached after examining the reports on draw-bars submitted to us from numerous subordinate lodges, and we recommend that all draft irons be placed at uniform height from the rail, and that hand rails be attached to the ends of all cars.

We further recommend that the legislature of those states that have not already done so be requested to enact such laws as will insure some protection from the deadly frog and guard rail. We have investigated the Mahoney Foot Guard and earnestly recommend its adoption by the various railway companies.

Train Orders.

"A Conductor" asks us where trains 8 and 9 should meet after having received the following orders:

Order No. 1, at A.

C. & E. No. 9,—Meet No. 8 at B.

Order No. 2, at B.

C. & E. No. 9,—Meet No. 8 at C. instead of B.
Order No. 3, at B.

C. & E. No. 9,—Order No. 2, is annulled.

This is the same old question about which there has been so much misunderstanding in the past and which has been discussed in the columns of THE RAILWAY CONDUCTOR several different times, only in this case there seems less cause than usual for any misunderstanding.

It is the position of THE CONDUCTOR that in the absence of any rule to the contrary, any order annuls any former order or part of any former order that refers to the same subject or movement and we believe that practically all experienced trainmen will agree with us that this is the only safe course. With this understanding, when order No. 2 was given order No. 1 was annulled as completely as if it had never been given and when order No. 3 was given annulling order No. 2, train 9 was left without any orders whatever relating to meeting No. 8 and should therefore proceed on its card rights. No. 9 was an east-bound train and had the right to the road over west-bound trains of the same class and consequently should proceed regardless of No. 8 except so far as the allowance for variation of time after reaching the card meeting point. Of course, if the conductor had any doubt as to the effect of the orders or if he had any reason whatever to think that the conductor of No. 8 would understand that annulling order No. 2 revived No. 1 and made the meeting point at B. it would be his duty to take such action as would avoid accident. No. 9 was clearly entitled to the road but that right would not justify the conductor in proceeding if he had reason to believe that it would be dangerous. In the case cited however, which was on the Southern Pacific we do not see how there could be any misunderstanding whatever; for in the rules governing train orders we find the following: "An order superceding another may be given, adding '*this supercedes order No.—*'" or adding "*instead of—*". The example given being "*No. 1 and 2 will meet at Sparta instead of Thebes.*" This demonstrates very clearly to our mind that order No. 2 superceded and made entirely void, order No. 1. Then comes a "clinch" in the following language: An order that has been annulled *or superceded* (italics ours,) must not be again restored by special order under its original number." And if it cannot be restored by special order, is it possible that any experienced trainman will for a moment claim that it *can be restored without?*

It is a fact well known to all, that custom on different roads has much to do with the understanding of rules and one who knows nothing of the customs of the trainmen on any road, is at a disadvantage in making any decision; as for instance, if it has been the universal custom on the Southern Pacific, carried out in practice, that annulling an order *does* restore a former one relating to the same movement, such a custom would make law for that road and in that case, No. 8 and No. 9 would meet at B., under order No. 1. We are firmly of the opinion, however, that if any such practice is in vogue there or anywhere else, it should be immediately abolished and that it is a very dangerous one.



WOMEN AS ADVERTISING AGENTS.

Another business which women are entering is that of advertising agents, and in this they have succeeded admirably. Mrs. Susan C. Vogl, who has recently died, was for many years the advertising agent for the *Woman's Journal*, and she brought the paper into prosperity by her able endeavors. See made herself friends by her genial cordiality. She was true and honest, and her every statement could be relied upon. Men used to say sometimes that they would give Mrs. Vogl advertisements when they would not give them to any one else. It was Mrs. Vogl's sunniness that won every time, and her genuine good will to everybody. There are one or two advertising firms in Boston composed of women, and they do a very good business. They have a large number of patrons, and they control several newspapers. They evidently are making money, for everything about them bears the stamp of prosperity.

I know of only one woman who has undertaken railroad advertising, and she has done so well that her story is worth telling. She controls the advertising along the entire line of the New York and New England railroad, and no one can advertise without making the terms through her. When the Chicago fire occurred, she was a happy young wife, with a lovely little baby, living in the midst of luxury, for she was the petted daughter of rich parents, and the cherished wife of a still more wealthy man. This young couple had everything before them to make life bright and pleasant. Riches, social position, youth, a lovely home, a dear little girl—it seemed as though nothing was wanting. But the fire came, and swept away everything; the home, the property, all, and left them with little besides themselves, and their youth, their baby and their willing hands. If that had been the end! But the husband and father fell ill from exposure at the time of the fire, and died leaving the young wife and baby to face the world alone. They had something left, but not enough to live as the wife would like, and there would be the child to educate. So she came east and went to work. She

had friends in plenty, and there were those who were ready to give her a home, and render it unnecessary to labor. But she was an independent body, and she proposed to work out her own destiny. She tried one or two things, going a step in advance every change that she made, until finally this opportunity came to her. It was a large undertaking, but it found a woman ready to meet it, and not only ready but entirely able. She undertook the work, and is making a great success of it. She has an office in Boston where she makes her contracts, attending personally to them for she has found that her own judgment is better than any one's whom she can obtain, and the terms are sure to be more satisfactory if she makes them herself. She is a capital business woman, and no man ever attempts taking unfair advantage because she is a woman. Throughout all she has remained the same refined, charming woman that she was when she was a purely society woman; and she is so evidently the gentlewoman that men become more gracious when in her presence, recognizing the womanly element even when in the most intricate of business problems. Her little daughter has grown to gracious sweet womanhood, under a careful mother's eye and is the housekeeper and home companion in a dear little cosy home in a fashionable quarter in Boston, where she is surrounded by the friends who have stood by her all through her career.

There is one thing that this woman does not do that I would like to emphasize. She does not consider it necessary, because she has her way to make in the world, and because she does it in the business world, to copy the dress and manners of the men whom she meets. She is essentially womanly in her dress and manner. She does not wear Henly shirts nor four-in-hand neckties. She is content to be a woman, and to keep her womanly ways. She wears, as she should simple tailor-made dress at her office, but there is no suggestion of mannishness about them. Her bonnets are becoming, and her hair prettily arranged. All the trifling accessories of the toilette are attended to, and she is as fresh and dainty in her office gown as she is in her pretty dresses at home.—SALLIE JOY WHITE, in *October 1890 Awake*.

The Volunteer Organist.

The gret big church wuz crowded full uv broad-cloth an' uv silk,

An' satin rich as cream that grows on ol' brindle's milk;

Shined boots, biled shirts, stiff dickeys an' stove-pipe hats were there,

An' doods 'ith trouserloons so tight they couldn' kneel down in prayer.

The elder in his poolpit high, said, as he slowly riz:

"Our organist is kep' to hum, laid up 'ith roomatiz, An' as we have no substitoot, as brother Moore ain't here,

Will some 'un in the congregation be so kind's to volunteer.

An' then a red nosed, drunken tramp, of low toned, rowdy style,

Gave an interductory hiccup, an' then staggered up the aisle,

Then thro' thet holy atmosphere there crep' a sense er sin,

An' thro' thet air of sanctity the odor uv ol' gin.

Then Deacon Purington he yelled, his teeth all sot on edge:

"This man perfan'es the house er God! W'y this is sacrilege!"

The tramp didn' hear a word he said, but slouched 'ith stumblin' feet,

An' sprawled an' staggered up the steps, an' gained the organ seat.

He then went pawrin' thro' the keys, an' soon there rose a strain,

Thet seemed to jest bulge out the heart, an' lectrify the brain;

An' then he slapped down on the thing 'ith hands an' head an' knees,

He slam-dashed his hull body down kerflop upon the keys.

The organ roared, the music flood went sweepin' high an' dry,

It swelled into the rafters, an' bulged out into the sky,

The ol' church shook an' staggered, an' seemed to reel an' sway,

An' the elder shouted "Glory!" an' I yelled out "Hooray."

An' then he tried a tender strain that melted in our ears,

Thet brought up blessed memories and drenched 'em down 'ith tears;

An' we dreamed uv ol'-time kitchens, 'ith Tabby on the mat,

Uv home, an' luv, an' baby-days, an' mother an' all that!

An' then he struck a streak uv hope—a song from souls forgiven—

Thet burst from prison-bars uv sin, an' stormed the gates uv Heaven;

The mornin' stars they sung together,—no soul was left alone,—

We felt the universe wuz safe, an' God wuz on his throne!

An' then a wail uv deep despair an' darkness come again,

An' a long, black crape hung on the doors uv all homes of men;

No luv, no light, no joy, no hope, no songs of glad delight,

An' then—the tramp, he staggered down and reeled into the night!

But we knew he'd told his story, tho' he never spoke a word,

An' it wuz the saddest story thet our ears had ever heard;

He hed tol' his own life history, an' no eye was dry thet day,

When the elder rose an' simply said: "My brethren let us pray."—S. W. Foss in *Yankee Blade*.

COLUMBUS, OHIO, Oct. 20, 1890.

Editor Railway Conductor:

I have been thinking and wondering how I could find words nice enough, and have been wishing for a whole vocabulary of them, in which to speak of the pleasureable and gratifying event occasioned by the installation of Banner Division No. 6, Ladies Auxiliary to O. R. C., at Toledo, Ohio. But as we are not gifted with a flow of beautiful language, we will proceed as best we can, knowing that simplicity is generally accepted, as it will necessarily have to be in this instance, for it would be impossible for our pen to portray what was inspired within us. October 9th was a very beautiful day—a day quite in keeping with our hearts, as we in company with eight of our Sisters of Division No. 3 boarded the train for Toledo, Ohio, via C. H. V. & T., arriving there about 10 o'clock A. M. We were received at the depot by a committee of ladies and gentlemen, who welcomed us just as O. R. C people can do. It was also our pleasure on arriving to meet a party of Sisters and Brothers of Elkhart, Ind., who lent their interest with their presence, which made our hearts beat with that feeling inspired only by the ties of fraternity.

After a delightful and exhilarating drive over the prosperous and beautiful city, and an excellent good dinner at the Jefferson, we found ourselves in good spirits and ready for the afternoon's

work. The meeting was called for 2 P. M., at Friendship Hall, and at that time between fifty and sixty ladies, including visitors, had assembled. At 2:30 the doors were closed and business commenced. By invitation the officers of No. 3, of Columbus, Ohio, exemplified the work, which was done in a manner reflecting great credit upon that Division.

After the installation of officers, and said officers having received proper instruction, the President, Mrs. McMillen, opened the meeting for remarks, calling on Mrs. A. W. Brown, worthy Vice-President, Mrs. F. Northway, Grand J. S. of Elkhart, Mrs. E. W. Higgins, Grand S. and T., Mrs. A. Shumaker, Grand S. S., and Mrs. G. Shipley, President of No. 3 of Columbus, all of whom responded in the interests of the Order, the meeting concluding with an interchange of thanks.

Myself and the conductor, whose lot I promised some ten years ago to share, were then escorted to the pleasant home of Mr. and Mrs. F. J. Stout, where we were royally entertained the remainder of our stay.

The evening's entertainment, with Brother E. W. Purrett as master of ceremonies, was rich and spicy, opening with an address from the Mayor of the city, and including musicales, recitations, supper, dance, and almost everything that wit and genius could invent, from the presentation to the Auxiliary by Brother Purrett, in behalf of the conductors, of a handsome Bible, down to the introduction of a live goat, bedecked in all the regalia necessary to work the "degree," and whose admittance caused quite a commotion, especially among the ladies, despite the fact that most of them had become pretty well acquainted with him during the afternoon.

The following evening we said our good-byes and took our leave of the city of Toledo with a deep sense of satisfaction and pleasure, knowing that our "Order" was gaining ground and had the well wishes and support of Division 26 O. R. C., every Brother of which we would like to take by the hand and thank him personally for the interest and kindness he has shown us.

On our way home we were pleased to meet W. P. Sheehan, C. C. of Division 206, Springfield, Ill., and Past Grand O. S., who gave us a cordial invitation to come and organize an Auxiliary to their Division, which we hope will be our privilege at no distant day, assuring Brother Sheehan of this one fact that should a Division of our Order be instituted there, just so sure will it double the interest of their conductors in the Order of Railway Conductors. And why would it not? for that is one of our objects, which the words of H. W. Longfellow are here applicable:

"As unto the bow the cord is,
So unto the man is woman;
Though she bends him, she obeys him,
Though she draws him, yet she follows;
Useless each without the other."

We will all agree that the female lodges of our land are accomplishing great good and are gaining favor every day, for, created upon the great principles of Charity, Friendship and Truth, we can but accomplish the end whereunto we are organized. Charitable not only with our time and pocketbooks, but charitable with love for our neighbor, that charity which "suffereth long, and is kind, envieth not, is not puffed up, seeketh not her own, thinketh no evil."

We as an Order have not, as yet, realized the support and recognition of the O. R. C. that the ladies of the engineers have from the B. of L. E., but we are not going to give up in despair. "Faint heart never won fair lady." Our aim is to carry out all the principles inculcated in our Order and rise upon our own merits, trusting that in time the Order of Railway Conductors will accept our offered hand. We bid you God speed, my Brothers. May the sun of prosperity ever shine on your pathway.

MRS. CHAS. RAGON,

President L. A. to O. R. C.

No. 38 West Mound Street.

TOLEDO, Ohio, Oct. 11, 1890.

Editor Railway Conductor:

On Oct. 9th, 1890, a special meeting of the Ladies Auxiliary to the Order of Railway Conductors was held at Friendship hall, for the purpose of organizing a division to be known as Banner Division No. 6. After opening in due form we proceeded to institute. The division is composed of 40 charter members. We then elected the officers with the following result: President, Mrs. James McMillen; Vice-President Mrs. E. W. Purrett; Secretary and Treasurer, Mrs. F. J. Stout; Senior Sister, Mrs. I. Prince; Junior Sister, Mrs. M. Loop; Guard, Mrs. O. W. Baldwin; Corresponding Secretary, Mrs. D. F. Myers.

The members of Capital City Division No. 3, Ladies Auxiliary to O. R. C., assisted us in the organization. In the evening followed an entertainment which was witnessed by 500 people. The exercises began by an address of welcome by Mayor Hamilton, and a reply by Mrs. C. Ragon, of Columbus, explaining the objects of the Order. An interesting program followed, consisting of recitations, vocal and instrumental music, after which refreshments were served, and dancing was the order of the evening. The goat was led in and Sister McIntyre invited to take a ride.

Thanking the gentlemen of Division No. 26 for their beautiful gift, and the ladies of Capital City for their kind help in assisting us, knowing our Order will be a success, I will close.

MRS. D. F. MYERS,
Corresponding Secretary.



"No Fair," or Fare Either.

"Fare," gentlemen," suggested a conductor in the smoking car to a party of four card players, who held on their knees between them a large atlas. Three of them quietly handed up tickets, but the fourth man near the window became suddenly embarrassed.

"Fare!" again remarked the brass-mounted official, rather sternly. The passenger addressed replied with a series of spasmodic winks and tapped the back of his cards significantly.

"Come, sir, I'm in a hurry," said the conductor.

"I haven't got any ticket," replied the passenger.

"Pay your fare then, with the usual slight advance."

"Boys, will you allow him to take a rake—off?" inquired the delinquent traveler.

"Not much," answered the trio.

"My money's all up," said the passenger appealingly to the conductor.

"You will have to get off then," answered the official, reaching for the bell rope. The man laid his cards face downward and said in a low tone to one of the other players:

"What do you do?"

"I raise you," was the reply.

"How much?"

"Twenty dollars."

"The man by the window passed his hand up to the conductor. The latter gave it one glance. Then he released a large, fat pocketbook from inside his coat, took out two \$20 bills, and handed them to the delinquent passenger.

"I see your twenty and go you twenty better," he said.

This complicated matters, and the original miser of \$20 shifted uneasily in his seat. Finally he said:

"I raise you ten dollars."

"Call him," said the conductor, handing over an X, "I'm in a hurry."

The delinquent passenger did so, and was about to take in the money on four aces, when the other player showed a straight flush and pocketed all

the money, including the conductor's. The latter was dazed; the delinquent passenger meek and abashed.

"Now you will have to get off," snapped the conductor.

"Yes, sir; stop the train," he replied.

The whole party got off.

"Know those fellers?" inquired a fat man on the opposite side of the aisle.

"No," answered the conductor.

"Slickest quartet of card sharps on the road. How much did they do you for?"

But the conductor raced himself down toward the door, which he banged shut without replying to the sardonic inquiry.—*St. Paul Pioneer Press.*

Doubtful.

At the bottom of the item the sender writes the words, "How is this for Texas?" If we are to reply candidly to the question we may say we have great doubts of the item being true.

The item says that a boy 13 years of age, son of a farmer near Navasota, climbed up a corn stalk in order to get half an ear of corn which was to be roasted for the whole family. He sat astride of the ear and began to saw off half of it, as that was all he could carry to the house. While doing this he slipped and fell, but managed to save himself by being caught on the top of a stalk of millet, and clasping his arms around it he slipped safely to the ground, but his rapid descent set his clothes on fire and he was badly burned on the limbs and body. He then put out the fire by crawling into a cucumber. Of course, this may be true but we have grave doubts about it, even if it did happen in Texas.—*Detroit Free Press.*

Purchaser.—Rosenbaum, you told me this suit was fast colors. Look how it has run.

Rosenbaum.—S'hellup me, Vatter Abraham, vot does the man vant? I said dose colors vas fast, unt dey run. Do you dink dey oughter fly or go by steam, or someding like dot?—*Jacksonville Critique.*

Too Far.

Down by the bank of the beautiful Nile
Sat Pung Goo Bing and Girl,
Pung Goo was clothed in his usual smile,
And she wore an ebony curl.

Said Pung Goo Bing: "My dear, will you go
To the Crocodile ball this eve?"
Then spake up the beautiful maid Jo Jo
And said she: "Yes, dear, by your leave."

"But the fact of the matter is this, that—well,
I have nothing to wear at all,
Excepting the dress of a New York belle
That she wore at a charity ball."

Then the ebony face of Pung grew glum,
And he doubtfully spoke: "I fear
That we'd better not dance at the lummy-tum-
tum—

No wonder your blushing, my dear."

—*Clothier and Furnisher.*

Catching the Train.

Some of our readers who have occasionally tried their skill at chasing a train may not have succeeded in catching it as easily as the drummer mentioned below, and they will appreciate his position.

The train for Cleveland was pulling out, says the *Indianapolis News*, and had gained considerable headway when there came a whiz and the sound of splitting wind as a man with a tall silk hat crushed down on his ears dashed through the gates. He carried two big valises, but they were apparently as light as feathers, for they did not interfere with his mad rush after that train. He fairly flew along the platform, and the brakeman on the cars was so busy looking at a girl in the window of the National hotel that he did not see him. The crowd yelled and whooped: "Get there, old man!" "Pull for it hard!" You'll make it if you don't fall dead," and a hundred such aggravating remarks. The man made an heroic effort, but he didn't have the legs, and the brakeman didn't see him—thus he missed the train. He came slowly back to the gates, put down his grips, mopped his face, and remarked:

"Well, I'll be blowed." He didn't say blowed; but we let it go at that.

"Had a lively run," suggested a meek and lowly gateman.

"Rather. Just my luck, though, to miss that train. Why, I wouldn't missed that train for \$50."

"Where are you going?" once more asked the gateman with ginger-colored whiskers.

"Lafayette. And I have an important engagement there to-night."

"Well, you can keep it."

"Hay?"

"The train you were chasing goes to Cleveland. The Lafayette train don't start for eight minutes yet. There it stands."

The drummer didn't say a word. He gathered his grips and climbed aboard the cars while the faintest bit of a smile hovered about the meek and lowly gateman's countenance.—*Trainman's Journal.*

On a Michigan Central train going west the other day, the conductor came to a passenger who had no ticket, and who owned to also being dead broke.

"How did you pass the gates at Detroit?" was asked.

"Bought a ticket to the last station back here."

"Well, you'll have to get off."

"Before you make up your mind let me show you some figures. Here they are: This train is now on time. You must stop dead still to put me off. To stop, start and get under the same headway will consume four minutes. See? It is also figured out here by a statistician."

"Ticket or money."

"The extra fuel consumed is placed at 94 cents, and you must report to the train dispatcher at a cost of 35 cents. The delay to seventy-five passengers is put at \$25. The stopping and starting and extra strain to make up four minutes damages the train \$2.20 worth. Now, then I only want to go thirty miles further."

"Can't do it, sir," replied the conductor, and he pulled the bell-rope, halted the train, and escorted the impecunious passenger to the steps.

"All right, old chappie!" said the latter as he dropped into the ditch. "The railroads of this country don't pay 2 per cent., and it's no wonder. When you'll spend \$30 to save 90 cents, it's a wonder a stockholder ever smells a dividend at all. Go ahead with your old caravan—the poor house isn't over six miles down the track."

An Unforseen Question.

New York Sun: Farmer Depew tells a story about his Syracuse address to indicate the independence and wit of the agriculturist. As he was relating his experience on Farmer Evarts' domain in Vermont, and how champagne and milk had been set out for his delectation with the remark that "They both cost the same," a tall farmer far back in the crowd, who had been literally drinking in every word that Mr. Depew said, yelled out the unanswerable and literally stunning inquiry: "Say, Chaucey, which did you take?"

Break ! Break ! Break !

Into cold gray nickels, oh "V !"
And I would that my pen could scribble
The thoughts that arise in me.

O, well for the rich galoot
Who has dust to blow in each day;
O, well for him on a tear
That he has the wherewith to pay.

But the days and nights go on
To the man that owes a bill,
Then, O, for the touch of a good fat roll
And the jingle of that which is still.

—Cyrus W. Tenneyson in *The Western Railway*.

Wasted Eloquence.—"Matilda," the young man said, nervously, "what I am going to say may surprise you. But my feelings are leading me on. Encouraged by your kindness, intoxicated by your beauty and rendered desperate by the conviction that the hours are fleeting away and that the future can hold nothing for me worse than the suspense under which I now labor, I have resolved to risk my fate on the cast of the die."

He loosened his collar, coughed and went ahead. "Other young men, Matilda, mere butterflies of fashion, may dance attendance upon you and flatter you. Listen not to them ! Listen to the voice of sincere devotion ! Other young men, talented, nay, perchance, young men possessed of wealth in abundance, may seek your hand. I am not talented, Matilda, I am not handsome, I have not those delicate little arts that win the affections of women. I am not rich—"

"No, Mr. Dennis," said the young beauty with a yawn, and rising to her feet, "I regret to say, also, that you are not in it !"

Mr. Dennis withdrew from the competition at once. He was clearly outclassed.—*Pittsburg Dispatch*.

There is one pawnbroker in Pittsburg who has registered a solemn vow that never again will he do the gallant for a pretty woman, even though she be in dire distress. His last experience in that line cost him \$2,000 worth of jewels and a big row with his wife.

A few days ago a remarkably pretty girl, richly attired, walked into his store and said: "I am stranded in this city. I am an actress and would like to borrow a little money."

"Certainly," replied the pawnbroker, smiling: "what security have you got ?"

"Oh, I forgot," she said, and a deep crimson suffused her cheeks. "May I retire for a moment ?"

The door of a private office was opened and the beauty entered. She soon came out and held a

jeweled garter in her hand. It was worth about \$50. A little conversation and the broker advanced \$10. The girl started to go. She got as far as the door, turned, and blushing fiery red, said: "If you please, have you a piece of string? My—my—stocking is coming down."

He furnished the twine, and she again retired, emerging in a moment. The door was reached again, and again she turned. "The string's broke," she mournfully said, "and I can't go out upon the street. Won't you go next door and get me a pair of elastic garters ?"

The unsuspecting pawnbroker took a dime and entered the nearest dry goods store. The girls at the counter laughed at him, and as soon as possible he pushed the garters into his pocket and hurried back to his store. It was empty, and about \$2,000 worth of diamond rings and watches had been taken. He forgot the paper parcel in his pocket, and went home a poorer and a wiser man. That night his wife found the garters in her husband's pocket. There was a scene in the household.—*Philadelphia North American*.

A Telegraphic Declaration.

'Twas last summer, when vacation brought a blissful breathing spell,
And the townsman sought the pleasures of the rural hill and dell,
That I saw her at the station as her fingers white and small
Moved with dextrous grace in answer to the telegraphic call,
And now, down in my pocketbook, 'mongst papers worn and dry,
Is a fragment upon which I often look with fondest eye;
I found it on the floor one day, when all her work was through,
And upon it there was written simply:

How many times I've wondered who the happy soul could be
Whose name was lingering in her thoughts and wished that I were he!
She had a smile as winsome as the daisies that were bright
In the moonlight by the roadside when I saw her home one night.
I had talked to her quite often as the days went swiftly by,
And when I took the train at last I did it with a sigh.
I like to gaze upon it when I've nothing else to do—
That little scrap of paper with its

—*Washington Post*.



Who are Fellow Servants.

Station Agent says the following are recent decisions on the question, who are fellow servants:

A foreman of a bridge gang is a fellow servant with persons operating a freight train on the road. *St. Louis, A. & T. R'y Co. v. Welsh* 2 L. R. A. 839, 73 Tex. 298.

A brakeman is a fellow servant with the engineer. *L. & N. R'y Co. v. Martin*, 3 L. R. A. 282, 87 Tenn. 398.

A section foreman, who is about the track and liable to be injured by passing trains, is a fellow servant of the conductor. *Elliott v. Chicago, M. & St. P. R'y Co.*, 3 L. R. A. 363, 5 Dak. 523.

A superintendent, in respect to work properly belonging to a servant, is a fellow servant of the co-employés. *Hussey v. Coger*, 3 L. R. A. 559, note, 112 N. Y. 614.

A laborer employed by a railroad company to remove snow and other obstructions from the track is a fellow servant of a track walker and conductor. *Fagundes v. Cent. Pac. R'y Co.*, 3 L. R. A. 824, 79 Cal. 97.

A station agent is a fellow servant with a brakeman. *Byrnes v. New York, L. E. & W. R'y Co.* 4 L. R. A. 151, 113 N. Y. 251.

A traveling auditor of a railroad company traveling on the cars from station to station is a servant of the company and assumes the ordinary risks of accidents. *Minty v. Union Pac. R'y Co.*, (Idaho), 4 L. R. A. 409.

A locomotive engineer is a fellow servant with the fireman. *Gulf, Colo. & Santa Fé R'y Co. v. Blohn*, 4 L. R. A. 764, 73 Tex. 637.

A foreman of a gang of men employed in building a railroad is a fellow servant with the workmen under him while engaged in the work. *Lindvall v. Woods* (Minn.), 4 L. R. A. 793.

The members of a city board of public works are fellow servants with the driver of a fire engine. *Coots v. Detroit*, 5 L. R. A. 315, 75 Mich. 628.

In a majority of the states an employé cannot recover for an injury caused by the negligence of a fellow servant or co employé. Isn't there good reason for such legislation as that proposed by Senator George in regard to this matter, and should not organized labor of all kinds be interested?

Passengers—Fare—Tender After Expulsion Begun—Excessive Damages, etc.

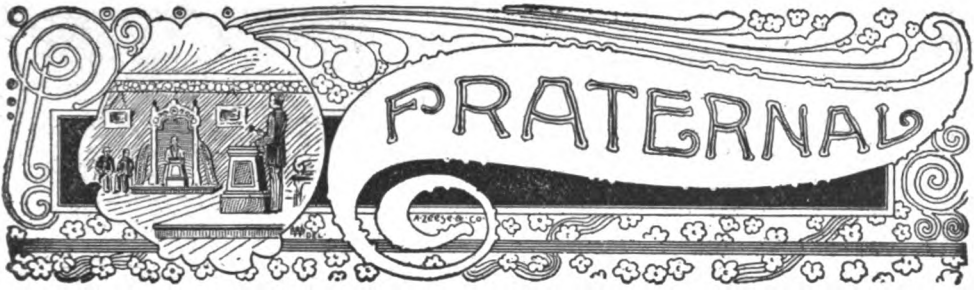
1. Before a conductor can collect excess fare from a passenger who has not purchased a ticket, under the provisions of the laws of 1886, the company must have a ticket office open for the sale of tickets at the station where passage is taken, at least 30 minutes prior to the departure of the train. A keeping of the office open 30 minutes prior to the advertised time of departure, will not suffice where the train is behind time. If the office is not open, with an agent in the same ready upon call to sell tickets, long enough before the actual departure of the train, whether delayed or not, to enable passengers to purchase tickets and safely board the train, no excess fare can be collected.

2. In an action to recover damages for expulsion from the train for refusal to pay the fare demanded, the following instruction was given: "That if the passenger refused, when demanded, the fare he knew, or ought to have known, was justly due, and persisted in such refusal until the conductor, in the exercise of the company's right to expel him therefor, had taken the necessary steps to put him off, by commencing to stop the train, or seizing the person, if such seizure was necessary, such plaintiff was a trespasser, and by such act and conduct relieved the company of its obligation to carry him; and he could not reimpose such obligation on the company by making a tender of the sum due after having once refused it for the purpose and under the circumstances stated, and having put the conductor to the trouble of the performance of an act necessary to his safe and proper expulsion.

Held, Such instruction to be the correct rule under the facts of the case stated.

3. A verdict excessive in damage arrived at by a jury through prejudice and passion, or the misconduct of counsel will be set aside and new trial given.

Atchison, T. G. & S. R'y Co. v. Drælli, Kansas S. C. July 3, 1890.



TERRE HAUTE STATION, Oct. 19, 1890.

Editor Railway Conductor:

DEAR SIR, AND BROTHER:—I am again compelled to request space in *THE CONDUCTOR* to ventilate my opinion regarding the world, for we find everything here below in a "topsy turvy" condition. Yes sir, no man is satisfied. You find one man squealing or struggling to get justice, another one is flying from it; one man saves his hard earned dollars to buy a home, another is trying to sell his for less than cost; one man is spending all the money he can make taking his best and good girl to the theatre, and sending her presents and flowers, in hope of eventually making her his wife, while his friend and neighbor is spending all the money he can get, to procure a divorce. One man escapes all of the sickness and diseases that man is heir to, to get killed by a street car; another poor fellow goes through a half a dozen railroad wrecks to die with the measles. Bro. A. J. Lee, better known all over the middle Division as "Lou," a good conductor and an elegant gentleman, has returned from one of his "fishing tours" to the seashore, and the usual places that attract men of money and those seeking first class recreation. His reports would cover one hundred pages, therefore I will not attempt to encroach on the space of *THE CONDUCTOR* to that extent, but he does say that fishing was so good that one of the party fell in the lake with the bait in his pocket and when he came out that there was several fine bass in his pocket. Bro. John W. Caskey, secretary and treasurer, of Division 92, was away for two weeks, at the lake in northern Indiana, fishing and having a "boss time" generally. He either caught some fine bass or the men at the lake who fish for a living found "good sale" for their catch, as Bro. Jack fed several families at Terre Haute with fish. Bro. John Rohm, of late, looks finer than split silk and fresher than a No. 2 mackerel, all of this "thushness" is caused by a nine pound girl at his house. Father, mother and baby are reported as doing well, all of Johnnie's Brothers and friends hope he will live through it, and as these little "episodes" present themselves may they cause as much happiness as this one has for Bro. Rohm. Report has it that at an early date Bro. Frank Campbell will try the sweets of married life. To the fortunate young lady that gets him, I

wish to say that she has drawn a rare prize, as there are few better men living than F. L. Campbell, and may he "live long and prosper." Bro. Grand Chief Clark paid 92 a visit on Sunday the 5th, and gave us much valuable information. May his visits be often, for we can profit by such visits, and especially from a man who is honest in what he says. Apparently there is a vast difference between Clark and ex-Chief "Selah Calvin," the latter being an extremely "promising man."

Yours in P. F.,

C. H. ARTHUR.

Resolutions of Thanks.

Lackawanna Division, No. 12, have recently been the recipients of a beautiful Bible and bookmark from the wife and daughter of the popular Assistant Superintendent, Mr. Garrett Bogart, which were presented to the Division on the occasion of public entertainment recently held at the Academy of Music. They were presented through Mr. E. E. Clark, Grand Chief Conductor, and informally accepted by the chairman, Mr. P. F. Duffy, in behalf of Lackawanna Division No. 12.

At a regular meeting held on October 12, 1890, the following resolutions were adopted:

In view of the fact that time and circumstances would not permit us to give full expression or voice the sentiment of all our members earlier, does not in the least degree lessen our gratitude to the donors, Mrs. Bogart and Mrs. Fowler, for the beautiful gifts received from their hands;

Resolved, That individually and collectively, we, the members of Lackawanna Division, No. 12, tender our sincere thanks, and add that we regard these gifts as tokens of friendship, and we shall always treasure them as such and accept them in the spirit in which they were presented, be it further

Resolved, That so long as one vestige of those emblems shall remain that the friendship of the members of Lackawanna Division and the donors shall not be severed, and after we have passed away to a peaceful abode, that the memory of the donors shall always be fresh and green in the minds of those that shall survive us and constitute Lackawanna Division No. 12.

Resolved, That a copy of these resolutions be suitably engrossed, framed and presented to the donors, Mrs. Bogart and Mrs. Fowler, and they be spread upon the minutes of this meeting and published in the Scranton city papers and *THE CONDUCTOR*.

MARTIN DEVANEY,	} Committee.
FRANK TRANSUE,	
PETER MCCANN,	



"WHERE DOES THE O. R. C. STAND."

I notice an editorial in the "*Railway Trainmen's Journal*" for October, with the above heading and I desire to express a few of my ideas on the subject in response to the inquiry of Brother Rogers. "For a number of years" the Order pursued what was considered by the other labor organizations and by many of us within the ranks of the Order a mistaken policy. Until within the past three years those who considered the (then) policy of the organization as wise and proper were very much of a majority, and by virtue of that majority were enabled to dictate laws and elect officers in the Grand Division year after year. At Toronto in '88, the opposition to the policy being pursued, first took tangible shape and by persistent work among the members succeeded in converting so many that at Rochester in '90, the most obnoxious portion and greatest stumbling block in the way of success as an organization were removed by overwhelming majorities. As Brother Rogers says: "The labor press offered congratulations," and the congratulations of none were more acceptable or more thoroughly appreciated than those of the "*Railway Trainmen's Journal*." "Labor stood ready to forget the past and hope for the future." Allow me to ask Brother Rogers what has occurred to cause anyone to change that opinion. In the several instances, (within the past six months) when the members and officers of the B. of R. T. and the O. of R. C. have joined hands and issues against the railway companies in question, has their been any occasion for doubt as to where the O. of R. C. stood? Was there any question as to where the O. of R. C. stood on the Aransas Pass a few days ago?

"The chief executive gives it out cold at Savanna, that he cannot pledge the O. R. C. as an Order." Why not make that clear, Brother Rogers, and state that the above statement concerned the point of "federation" only, and state further what the Grand Officers of each other railway labor organization know, viz.: That the matter of federation was referred by the last Grand Division to a committee to report upon at the next Grand Division, and that as chairman of that committee, in order to get all the information possible upon the subject before the committee, I

have invited the Grand Officers of all other railway labor organizations to meet with said committee. No need for anyone to wonder "which side will be on top in the future, and whether the new element that has at last gained temporary notice will be able to maintain its position." The notice gained by the new element was gained by reason of the ideas entertained by them on the vital points at issue, being indisputably right as compared with the past administration of affairs in the Order, and for the further reason that these ideas were conceived in conviction and born in deliberation. For these same reasons there will be nothing of a temporary nature about the recognition, and for these same reasons the element will beyond any question maintain its position even though the present exponents of their ideas may prove unequal to the undertaking and be supplanted by those better fitted. An old maxim says: "Great reforms work slowly." It would not be at all surprising if some of the minor details necessarily attendant upon so radical a change of policy should be overlooked or delayed for a time. "As an organization," the O. R. C. has declared for protection and as an organization may be relied upon as possessing intelligence enough to enact the necessary laws or take necessary action to maintain that position and to legislate for the best interests of the American Conductor.

We desire no "prestige with the employers" that is born of sycophancy or any of its kin. We in common with the other organizations expect to wield a prestige as an honorable, self-respecting, reasonable organization, devoted to the interests of our members, ready at all times to assert their rights or to resent injustice or wrong.

"As an organization" we will do these things and "as an organization" we will go to any lawful extreme to prevent *anyone* or any company from "walking all over us." "Other publications" have said very many uncomplimentary things about the Order on many occasions. I do not propose to dig up the past or harbor any resentment for that which is past, but paradoxical though it may seem to them the O. R. C. has adopted a policy of protection and a policy that will enable it to join hands with its contemporaries and assist in working out the salvation of the the American railway employes. This policy will be pursued and persevered in; if mistakes are made every effort will be made to prevent a repetition and the O. R. C. will stand "in line" and keep pace with the times regardless of the strenuous efforts of some to place it in the position of "Ishmael."

E. E. CLARE



Did you ever meet a college-bred girl who did not love her Alma Mater? And why should not she, as well as her brother, think her own "the dearest and noblest and best?" After reading the charmingly written and magnificently illustrated article on "Student Life at Wellesley College," in *Demorest's Family Magazine* for November, just received, we do not wonder at the enthusiasm of the Wellesley alumnae and students for the "Wellesley blue."

Every woman, and every man, too, will be interested in the illustrated article about "The Fur Seal;" the women, because every blessed one of them loves a handsome sealskin garment; and the men, because they want to know what they pay their money for, for "sealskin is sealskin" now, and costs a pile of money.

Indeed, this number of the Magazine really takes us all around the world. Starting at Wellesley, by simply turning the leaves we are transported to "The Land of the Lapps," and the numerous illustrations and vivid descriptions make us quite familiar with these queer people; then the illustrated serial story carries us to China, and we complete the circuit by visiting the seals in Alaska and Greenland, taking a little diversion by the way in reading "Chat" about society doings, and enjoying in imagination so many good things told about in "Household," that we wish Thanksgiving were already come.

In fact, if you want to be amused with good stories, learn how to keep house and make it beautiful, how to keep well, or anything else that you want to know, take our advice and send your subscription (only \$2 a year) to W. Jennings Demorest, 15 East Fourteenth street, New York.

The twentieth anniversary of *The Century*, and the beginning of its forty-first half yearly volume, is celebrated by the publication of the November number. The date will be marked by an issue of special interest, and the twenty-first year of the magazine will contain a wealth and variety of literary and artistic material that cannot be here fully detailed, but which is fairly indicated by the announcements that follow:

The Gold Hunters of California. *The Century* series of separate illustrated papers on the romantic movement to California in 1849 and the events which preceded it begins in the November number, with a narrative, by General John Bidwell, of the experiences of "The First Emigrant Train to California." General Bidwell gives a graphic account of the organization of this first movement to California, and of the toils, perils, and mishaps of the journey. The article will be capably and picturesquely illustrated by Remington and Fenn, and by unpublished drawings by the late Charles Nahl, well known in California as an artist of the gold-hunting period.

Among other articles which will follow, as nearly as possible in chronological order, besides the contributions of General and Mrs. Fremont, are "California Before the Gold Discovery," a paper of unique interest by General Bidwell, who was for some years at Sutter's Fort, the headquarters of Americans; an historical sketch of the Missions by John T. Doyle, Esq., illustrated by Fenn; a description of "Ranch and Mission Life Before the Gold Discovery," by Miss Guadalupe Vallejo, niece of General Vallejo, reflecting the life of the Spanish Californian; an historical sketch of the Discovery of Gold, by Mr. John S. Hittell, the California historian—including memoranda by surviving members of Marshall's party; narratives of the trip to California by the different routes, including those by the way of Cape Horn, by Panama, by Nicaragua, by Vera Cruz and San Blas, and by the Gila River; important and graphic accounts of Life in the Mines, the Vigilance Committees (by the chairman of both committees, Wm. T. Coleman, Esq.); A Woman's Pioneer Experiences (by a survivor of the ill-fated Donner party); besides interesting shorter special memoranda in a new temporary department entitled "California."

Keeping in view, first, last, and all the time, the tastes and interests of the boys and girls themselves, *St. Nicholas* has obtained—in addition to short stories, descriptive papers, and sketches of travel and adventure—an unusual number of

interesting long stories. Thousands of its readers will welcome the return to its pages of three favorite writers, whose stories in earlier volumes proved exceedingly popular. The publishers, therefore, are glad to announce the three following serials:

"One Brave Boy," by J. T. Trowbridge. One of the best stories ever written by this famous friend of American boys. *St. Nicholas* readers who remember "The Tinkham Brothers' Tide-Mill" and "His One Fault," will be eager for this new story from Mr. Trowbridge's pen. It will begin in either the November or December number, and will run through the entire volume.

"The Boy Settlers," by Noah Brooks, author of "The Fairport Nine" and "The Boy Emigrants," originally written—like this new story—expressly for *St. Nicholas*. "The Boy Settlers," full of stirring episodes, is a very picturesque and faithful narrative of frontier life, based upon the author's personal experiences. It has been admirably illustrated, throughout, by Mr. W. A. Rogers. The opening chapters will appear in November.

"A Spoiled Darling," by Francis Courtenay Baylor, whose "Juan and Juanita" has endeared her to the readers of *St. Nicholas*. This new story (now complete and in the Editor's hands), though addressed to girls, will strike home to many a boy in this favored and very independent land. It arches over the broad Atlantic, so to speak, enabling the boys and girls of America and the boys and girls of England to meet half way and see each other face to face, perhaps to their mutual amusement and benefit. "The little terror," in this case, however, hails from our side, as no "spoiled darling" comes to us from the other end of the arch, at the author's magical bidding. But one will be enough for the present, as boys and girls "on both sides," will admit, before the volume ends.

Scribner's Magazine for November contains three remarkable illustrated articles of travel and adventure of widely differing characteristics, embracing Elephant hunting in Africa, a perilous voyage through the Canon of the Colorado (the first trip ever made from the source to the mouth of that river), and cruising with the White Squadron along the coast of France. Another unusual feature is an article ("A Day with a Country Doctor") written, drawn, and engraved by the same man—Frank French. Training Schools for Nurses are described by Mrs. Frederick Rhineland Jones, who has been interested in their organization from the very first. There is a long installment of the anonymous serial "Jerry," and a short story by F. J. Stimson, the author of

"Mrs. Knollys." Two sonnets on Cardinal Newman are by the aged Irish poet Aubrey de Vere, and by Inigo Deane, a disciple and friend of the late Cardinal. A strikingly melodious anonymous poem, "In Broceliande," and the last of Prof Shaler's papers on "Nature and Man in America," are among the other features of the issue. Fred-eric Villiers (the English war artist), R. F. Zogbaum, and Frank French illustrate single articles.

Robert Brewster Stanton, Civil Engineer, tells in "Through the Grand Canon of the Colorado," the story of the railroad surveying expedition which he led along the course of the Colorado River, from Grand Forks to the Gulf of California—a distance of twelve hundred miles. Six hundred miles are at the bottom of the great canons, and the journey was made in boats through dangerous rapids. The narrative details many stirring adventures in shooting these rapids, and is illustrated from a great series of photographs made by the author and an assistant. No previous party had traversed these canons except that of Major J. W. Powell, in 1869.

Herbert Ward, the African traveler, from his abundant knowledge and experiences, has told the "Tale of a Tusk of Ivory"—giving, in a vivid narrative, the history of a tusk from the trapping of the elephant to the sale of the ivory on the coast. All the iniquities of the traffic—the raids by Arab traders and the resulting slavery and ransom—are described. Frederic Villiers, who has spent much time in Africa, illustrates the article with spirited drawings.

"A Day with a Country Doctor," by Frank French, is the record of the amusing, pathetic, and vexatious incidents which make up the life of a benevolent old physician in a rural district. The odd characters of the place are described as seen through the Doctor's kindly eyes, and the whole article is a tribute to a strong but self-denying type of men who are often too little appreciated by those for whom they labor. The illustrations, which Mr. French has drawn from life and engraved, are very effective interpretations of the text.

We wish to call the attention of our readers to the advertisement of *The Holiday*, which appears in this number. The Firemen of the Hercules, begun in number 40 of the present volume is a story of railroad life that will interest the boys and girls whose fathers and brothers spend their lives "on the rail," and the fathers and brothers themselves are likely to read it with interest; the paper is finely illustrated and is filled with good wholesome reading, and it offers premiums that will pay any boy or girl to get up a club for it.



At a special meeting of Cincinnati Division, No. 107, Order of Railway Conductors, held October 19th 1890, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the Supreme Grand Chief Conductor of the Universe to remove from our midst our late and lamented Brother, John Edmondson, of the Kentucky Central Railway.

WHEREAS, The esteem and high regard long held by our deceased Brother with the members of this Division, render it proper that we place on record our appreciation of his services as a Brother and his merits as a man. Therefore be it

Resolved, That while we bow in humble submission to the will of the Almighty, we do not less mourn for our Brother who has been called to rest.

Resolved, That in the untimely death of Brother Edmondson, this Division loses a Brother who was always active and zealous in his work; one who was wise in counsel and fearless in action; an honest, upright man whose virtues endeared him not only to his Brothers of the Order but to all his fellow citizens.

Resolved That this Division tenders its heartfelt sympathy to the family and relations of our deceased Brother and hope that in their sorrow they may find comfort in Him who doeth all things well.

Resolved, That our charter be draped in mourning for 30 days, these resolutions entered upon the minutes of this Division, a copy sent to the family of our deceased Brother, and also published in THE RAILWAY CONDUCTOR.

T. H. WARE,
C. E. MCCARTHY, } Committee.
J. A. CONLY,

Justus Shaw, of Hallstead, who for a number of years has been a prominent conductor on the D. L. & W., died of consumption at his late residence in Hallstead, Saturday, October 11th, aged 40 years. A number of months since deceased journeyed to the far west in search of an atmosphere which would tone up his system and help to overcome a bronchial difficulty. For a time he seemed to gain, but on returning home a relapse took place and he was gradually weakened until the final dissolution. He was very highly respected, was a member of the Order of Railway Conductors and also of the Improved Order of Red Men, the latter organization conducting the funeral, which occurred at 2 o'clock Monday at the Presbyterian church, and performing the ritualistic services at the grave, which were very impressive. There were 75 Red Men in attendance to do honor and pay their last tri-

bute of respect to their departed brother. The Order of Railway Conductors also attended the funeral in a body. Owatta Tribe presented a floral emblem of a "Tomahawk," and the Conductors tendered "The Gates Ajar." Both pieces were very rich and beautiful. The funeral sermon was preached by Rev. L. W. Church, who was assisted by Rev. H. Hughes.

CURRAN—Died, September 25th, Arthur Curran, son of Brother and Mrs. J. H. Curran. Arthur was a bright, manly boy of ten years of age, with the promise of a bright, useful manhood before him, the hope and joy of his bereaved parents. He fell from his seat in school, injuring himself seriously, and from the effects of which he died.

"A precious one from us has gone,
A voice we loved is stilled;
A place is vacant in our home
Which never can be filled.
God, in his wisdom, has recalled
The boon his love had given,
And though the body slumbers here,
The soul is safe in heaven."

At a regular meeting of West Philadelphia Division No. 162, Order of Railway Conductors, held in their hall, Sunday, Oct. 12th, 1890, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Almighty God in His infinite goodness and wisdom to remove from our midst our worthy Brother, William Gibson, who died September 12th, 1890, from injuries received while in the discharge of his duties; therefore, be it,

Resolved, That West Philadelphia Division No. 162 has lost a true friend and Brother, whom to know was to love, and while we bow to the will of Divine Providence, we deeply mourn the loss of one who, in the prime of his manhood, has been suddenly taken from among us.

Resolved, That to his grief stricken family we extend condolence and heartfelt sympathy in this their hour of sorrow.

Resolved, That we wish to cherish his memory sacred as a faithful friend and Brother.

Resolved, That a copy of these resolutions be sent to the family of our deceased Brother and that they appear on the minutes and a copy be sent to THE CONDUCTOR for publication, and that our charter be draped in mourning for the space of thirty days.

W. E. SHOWALTER, }
A. HUGHES, } Committee.
S. W. WALKER, }



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

A RESOLUTION.

At the union meeting held at Scranton, Pa., last month, a resolution was adopted in regard to which no two members present can agree, so far as we are able to learn. What was said to be a copy was sent to THE CONDUCTOR and was placed in type for the last issue. This copy recited that it was the sense of this meeting, that "the language used in THE RAILWAY CONDUCTOR is scandalous and disgusting in the extreme, and is time a halt was called," and that it was "ordered printed in THE CONDUCTOR." This was something of a surprise to us, particularly as no specific instance was cited, but the sweeping charge was made as above. There was no hesitation on our part, however, and we promptly proceeded to carry out the "order" and print in THE CONDUCTOR, but Brother Clark who was present at the meeting, objected saying that no such resolution was adopted, and that there was nothing in regard to printing it. We had intended to print with it a very brief comment calling attention to the vagueness of the charge and its serious import, and then wait for some one of those who made it to specify something. After receiving the information from Brother Clark, however, we decided to hold the matter for a little further information and wrote to the author of the resolution for his version of the matter, which while conveying the same idea as that expressed by Brother Clark, is materially different as to language. It is as follows:

"Resolved, That it is the sense of this union meeting, that it is an outrage on the members of the Order to use the columns of THE CONDUCTOR in following and giving prominence to C. S. Wheaton, late Grand Chief Conductor; that such a course can do no good, and that it is high time that we called a halt in that direction."

It will be noticed that in this version of the resolution there is no 'order to print,' and very

likely there are some who will object to its being printed, but first, we have never yet hesitated a moment to publish anything censuring the writer, directly or indirectly and anything of this character will always find entrance more readily than praise. For a further reason for printing, there are undoubtedly many members who were present at this meeting who understood as the secretary did, that it was to be printed, and who would ascribe its omission to incorrect motives, and finally, we desire to take issue with those who voted for this resolution, in regard to what they assume to be facts. In briefly dismissing the copy received from the secretary, we wish simply to call the attention of our readers to the injury that may be done by a little carelessness. This union meeting by its secretary, made a charge against THE CONDUCTOR, that if true, would demand the immediate removal of the responsible person, whoever it might be, and the imperative duty of every member of the Order who voted for a resolution reciting that the language of THE CONDUCTOR was "scandalous and disgusting in the extreme" would be to present the facts to the Executive Committee, and demand action on their part. That a report should be circulated, though ever so little, that such a resolution had been adopted when it had not, does the writer grave injustice, and had such a resolution been adopted, the matter would not be dropped here by any means, but believing that this statement of the error is all that is necessary, nothing further will be said in regard to it.

As to the resolution that was adopted, it assumes as a fact that the columns of THE CONDUCTOR have been used in following up and giving prominence to C. S. Wheaton. We deny that anything of the kind has been done and request any one of those who were present at this meeting or any other to point out a single instance.

Items of news clipped from other papers or taken from the press dispatches have been printed in regard to Brother Wheaton, just exactly as they would have been about any other person, and from the multitude of inquiries received at this office in regard to the matter, we believe that members are interested in knowing what is going on. The editor has not taken the liberty to reject communications from members of the Order because they may have contained some reference to the past Grand Chief Conductor, nor has he taken the liberty to mutilate these communications by erasing a portion. THE CONDUCTOR has carried out in good faith, the understanding arrived at between the members of the Board of Directors, and has not in any sense persecuted any one, but after giving the history, carried out its determination to drop the matter and we again repeat, that the assumption contained in the resolution is incorrect. If any reader will specify an instance to the contrary we will be glad to have him do so. A friend in a letter says that the writer "having been a candidate for the office of Grand Chief Conductor, gives men a chance to think that you are making it a personal matter." Freely admitting that we are no more likely to be free from personal bias than others, and probably very much less likely to be uninfluenced thereby than the majority, the assumption that any personal bias or influence comes from the fact that the writer was not elected Grand Chief Conductor should be forever settled by the facts themselves, and dropping for a moment the editorial prerogative and becoming a contributor, I will briefly state the facts in that connection and challenge contradiction. Before the close of the Grand Division in Denver, in 1889, I was importuned to be a candidate for the office and refused; from that time I was continuously importuned, not by a few, but by many, and among them some, perhaps, who would not now care to have their names known, but not until late in February, 1890, did I make any other reply than a square refusal. February 20th, in reply to a letter signed by eighteen members of the Order, (one of them being A. S. Ostrander) I explained my position at length and used the following language:

"Up to within the past few weeks I have not seriously considered the matter, and have replied to all that I was not a candidate, and would not be except under exceptional circumstances. My personal preference would be not to be a candidate under any circumstances, and I am in hopes that you who have so kindly addressed me, will see your way clear to unite in the support of some member who is much more competent than I. * * * please consider that nothing in the

letter that you have addressed to me, or that has been said at any time by any one of you, commits you in any way to support me, but on the contrary, I shall be very glad if some other shall be selected. * * * I shall sincerely hope, that after deliberation, your choice will fall upon some one else." At Rochester, several members proffered their support and were in each instance requested to support some other; in one case, a member came to me as a messenger from a caucus representing as he said, thirty votes which would be cast for me if I wanted them. That member was told, as all others were told, that I did not wish the support and preferred that it would be given to some one else. This member, and any other, has full permission to make public anything said by me, although I do not feel at liberty to give any names without the consent of those referred to. In conclusion, and for the information of members generally, a complaint was made to the Executive Committee some time ago, and they declined to take any action because there was no reason for it.

WHERE IT STANDS.

The October *Trainmen's Journal* asks "Where Does the O. R. C. Stand?" and we must say that it certainly seems to us that Bro. Rogers must have given THE CONDUCTOR just about the amount of time that he says was given to a certain article in the U. P. E. Magazine, or it would be unnecessary for him to ask the question. There are additional reasons why the *Trainmen's Journal* should need no information and there are members of its own family who are competent to reply to its queries; if it will ask any of those members of the B. of R. T., who have been members of joint grievance committees with members of the Order since last January, it can have their opinion without doubt and there is no doubt in our mind as to what that opinion would be.

We might take up the introductory and show with but little trouble that what is said to be the opinions of other organizations in regard to the Order, were not well founded; that the Order has never sacrificed any other organization or its members and has never engaged in any contest with the members of other organizations without great provocation and in many cases in self defense only, but it would probably be of no effect in changing the opinions of those organizations and we do not care to take up the matter in any event. We may also question the assertion of Bro. Rogers, that "other organizations have a right to know" anything of our internal affairs, but that also we pass without further remark, as there is nothing that the Order wishes to conceal. There has been

no authoritative statement by any one, that the Order was not on a "strike basis" so far as the meaning of the *Journal* in using the term is concerned. There was a statement made during the Grand Division that was intended to contradict the falsehoods that were being circulated by interested members and to convince the nervous members that by eliminating the strike clause, the Grand Division had not resolved itself into a band of rioters and that they would not be immediately involved in a causeless and expensive war that was, according to those same interested members to be immediately precipitated by the western element. Immediately after the election, it was given to the press and loudly proclaimed by certain ones, that Clark was a radical, a dynamiter and in fact a very "bad man" who would immediately cause more trouble than all others combined could cure. That these reiterated reports had considerable effect was openly apparent to the members of the Grand Division and it was also apparent to them that unless something could be done to allay suspicion and restore the confidence of the members through the east generally, that the expectations of those who had even then planned to lead a revolt would be fully realized and the Order would be split in twain. This much by way of explanation of what some of those who are not particularly friendly to the Order are pleased to call its "apology" for eliminating the strike clause and while the action of the Grand Division, necessarily taken in haste, may not have been as wise as it would have been with more time for deliberation, it accomplished its object and the much talked of secession dwindled to less than 200 members and many of those are returning. The Order is not now upon a "strike basis" if the words are to be understood as meaning going around with a chip on its shoulder, daring every one to "knock it off" and talking of what we will do "if they, (railway officers) don't come to time." It is however on a strike basis if those words are understood to mean that its members will no longer submit to injustice and injury under a mistaken belief that they are "tied up" or under teaching that "they can't do anything." The Order and its members will be conservative and will take every possible, legitimate and manly means to prevent a strike on the part of any of its members either individually or otherwise, and it will do this under the lead of the man who has been accused of being a radical of radicals but whose course so far has given the lie to such accusations. The chief executive cannot bind the Order to any federation; neither can any other officer or officers and in this respect the truth was told at Savanna; the last Grand Division appointed a committee to consider and report upon the matter of federation

and the chief executive is chairman of that committee but it gave the committee no power to act further than to recommend a line of action to the Grand Division. We believe there is no present officer of the Order who would hesitate to say that should occasion require it, the executive of the Order would not only authorize but would advise a *strike*, certainly both the executive and the writer have publicly stated as much and the writer has no hesitation in saying that there have been times in the past, when had he possessed the authority he would have ordered a strike.

The *Journal* says that an officer of the Order who organized a division in Pennsylvania declared that he "believed there is no desire for federation and that system federation is, at most, the only thing the O. R. C. would ever sanction. This must refer to A. G. C. C. Wilkins, and while we have no knowledge of the matter and are not authorized to speak for him, we believe that he is to some extent at least, misquoted. It certainly must be apparent to any officer of the Order who has the opportunity for information that Brother Wilkins has, that there is a desire for federation on the part of members of the Order, and by a very large majority too, though we believe that no one can at present state with any certainty, as to whether the desire of the majority is for system or national federation. We believe that we can say without egotism, that no member or officer of the Order, with the exception of Brother Clark, is as well informed as to the opinion of members, as the writer. It is our opinion that the first choice of the majority is system federation, but we freely admit that this opinion is likely to be influenced to some extent by personal preference, and other officers of the order believe that the choice is for national federation. Certain it is, that any statement by any one that members of the Order would repudiate any but system federation is not authoritative, nor is there at present, any reason except personal opinion for any one to make any such statement. The writer has repeatedly stated that personal preferences on his part would be cheerfully yielded to the wish of the majority and THE CONDUCTOR has refrained from pressing system federation upon its readers, but on the contrary has endeavored to be entirely impartial in anything said. The *Journal* is mistaken in saying "meanwhile the wrangle between the factions goes on." There is no wrangle, no factions in the Order; it is at present united as it has never been in the past and the only "wrangles" or "factions" are those created in the imaginations of those who wish to injure us and who have succeeded in imposing upon the *Journal*. One thing that undoubtedly has considerable influence upon some members of the Order in regard to their

choice of systems, is the continued hostility exhibited by some members of the Supreme Council toward the Order. It can hardly be expected that members of the Order will unanimously approve of national or general federation so long as members of the Council continue to denounce the Order, pronounce it dead and deliver eloquent (?) funeral orations over its supposed remains. Finally, Brother Rogers, ask some of the members of the U. P. joint committee for instance, as to their opinion of "where the Order stands."

MR. HOWARD'S ASSERTIONS.

We note that the Grand Chief Conductor of the B. of R. C. has lately resumed the course that he commenced when he first assumed the office and is largely engaged in a wholesale denunciation of the Order of Railway Conductors. Prior to the last Grand Division of the Order, Mr. Howard said that if the "strike clause" was repealed, he would favor but one organization of conductors; since that Grand Division he has repeatedly stated in public that there should be but one and that it was his belief that there would be but one and for some time his course was marked by fairness. The reason for his change of base is, however, very apparent to any one at all acquainted with the situation; since the formation of the Supreme Council, Mr. Howard has been buoyed up by the hope that with the aid and assistance that would be given by the other organizations that were members of the Council, the pathway of the Brotherhood was a flowery one and devoid of obstacles; in fact that it would be but a short time until the prophecies so freely made by one, at least, of his co-laborers, would be fulfilled, and the Order of Railway Conductors be *non est*; that there would be but one organization of conductors, but that organization would be his Brotherhood; as time passed, the Order instead of quietly "turning up its toes," as it should do in the opinion of Mr. Howard and others, took on a new lease of life, and it became very evident to all and to Mr. Howard as well that his hopes were vain and that they would never be lost in fruition; that the Order was destined to be the organization of conductors and that even the efforts of the Council was not sufficient to "boost" the Brotherhood into the place occupied by the Order. As this conviction began to force itself upon the gentleman's mind, he began to denounce and misrepresent the Order in the hope of stopping its progress, and if the reports given by the press are correct, the vehemence of his attacks are constantly increasing. The Order will not engage in any controversy with the Brotherhood or with Mr. Howard; we regret that he has permitted

himself to engage in such a course, but we shall pay no attention to it hereafter, except perhaps to note for the benefit of members of the Order, when we are grossly misrepresented. We regret that we are not at liberty to repeat some things that have been said and written by Mr. Howard within the past six months without violating confidence. It would perhaps throw some light upon his present course; the fact that in several places where petitions for charters of the Brotherhood were being circulated, inquiries were made by members of the Order and upon receipt of the replies the petitions have been destroyed, may in a measure account for some of the late ebullitions. Mr. Howard seems to be making an effort to rival the newly elected assistant, who in his statements is bound by nothing less than his own imaginative fancy. Meantime the silence of those publications that have in the past been so extremely solicitous that the Order should not attack any one or organization is so profound that it can be felt. It sometimes makes a vast difference whose ox is gored, but we freely admit that it is somewhat vexatious that the Order should persistently decline to die in obedience to the dictates of those who have already pronounced feeling eulogies in its behalf.

The following from the *Toledo Commercial* of September 23d is a fair sample of the misrepresentations of the Order by Mr. Howard and some of his allies:

The Grand Chief was seen in reference to the dispatch printed in the *Commercial* yesterday to the effect that a combination had been arranged between the Brotherhood of Locomotive Engineers and the Order of Railway Conductors, whose headquarters are in Iowa. Mr. Howard pronounced it a canard, probably sent out to injure the Brotherhood of Conductors, as it is a sample, he said, of the underhanded movements of the O. R. C. to undermine and cast reflections upon the Brotherhood. He said it was an utter impossibility, under existing circumstances, for the Brotherhood of Engineers to make a combination with Order of Conductors, as the Order of Railway Conductors does not belong to the Supreme Council of the Federation of Railway Employes, of which he is a member, and which is pledged to support the Brotherhood of Locomotive Engineers in all emergencies, provided a call is made for such support. The O. R. C., he said, was trying hard to get into the Council, but can't do it, as they are constitutionally opposed to strikes as a necessity, and are not a protective organization, as are all the others in the American Federation.

As Mr. Howard will doubtless learn, facts are stubborn things and will not "down" at his bidding nor will his denial change them. The report that the members of the B. of L. E. and the Order on the C., & N. W. system, had formed an alliance, which is the report referred to, is true and the ORDER OF RAILWAY CONDUCTORS is not in

the habit of sending out canards or of going out of its way to injure the brotherhood or any other organization.

Mr. Howard's evident intention in his assertion that "THE ORDER OF RAILWAY CONDUCTORS does not belong to the Supreme Council" is to have readers infer that the B. of L. E. does. The B. of L. E. is not a member of the Council and in that respect is on a par with the Order.

When the alliance on the Chicago & Northwestern was first discussed, it was proposed that all organizations enter into it but Mr. Howard succeeded in frightening members of other organizations out although it was their desire to enter it; this was accomplished by exceeding his authority as an officer of the Council, unless, as we have stated before, they have some laws that are not made public. The gentleman has in every instance, used his utmost endeavor to prevent any such alliance with the purpose of driving the B. of L. E. into the Council and thus procuring the aid of that organization in the effort to crush the Order; it was perfected on the Northwestern in spite of determined opposition and it is not surprising that he feels chagrined over it. The denials may delude his own followers who wish to believe it, but it should not mislead any one else. The Supreme Council *may* be pledged to support the B. of L. E. but it decided very recently in the Central strike that it could not aid an organization outside of its own circle. Certainly the engineers are not under any pledge to the Supreme Council and are entirely free to enter into a friendly alliance with members of the Order if they choose, Mr. Howard to the contrary, notwithstanding. The members of that organization may relish the inference that they are in leading strings and that the Council controls them, but we doubt it. The statement that "the O. R. C. is trying hard to get into the Council but can't do it because they are constitutionally opposed to strikes as a necessity and are not a protective organization" is unequivocally false and we are inclined to believe that the reporter did not correctly quote Mr. Howard for we can hardly believe that he would make so palpably false a statement even under the smart of defeat in the Northwestern matter. That the Order "can't get into the Council" is perhaps true for Mr. Howard would undoubtedly prevent it if he could. That it is trying to get in, is not true and the only foundation Mr. Howard has for such a statement, is that on the occasion of the meeting of the committee appointed by the last Grand Division to investigate and report upon the matter of federation, the officers of the Supreme Council, including Mr. Howard, were invited to present their views to the committee. This committee however, has no au-

thority to make any application to the Council, nor, as Mr. Howard himself has several times stated, has any one else, until the Grand Division meets again.

All the matter in regard to this Northwestern alliance that was published by the papers, was given them by Mr. H. E. Wills, a prominent member of the B. of L. E. for a long time chairman of the general grievance committee on the Northwestern and at present chairman of the joint committee of the B. of L. E. and O. of R. C., and it is Mr. Wills that Howard is accusing of sending out "canards to injure the B. of R. C."

THE ERIE AND ITS MEN.

The New York *Tribune* speaks as follows of the recent request made by the employés of the Erie and the reply thereto of president King.

If, as now seems probable, the employés of the Erie road accept the company's response to their demands as conclusive, and go on with their work, they will have set a useful and honorable example to all labor organizations. Both parties to this controversy have showed excellent sense. The men did not make preposterous and revolutionary conditions and immediately follow them up with a vindictive strike, and the company was therefore enabled to make a frank and detailed statement of the facts, and to submit strong arguments to reasonable men. Thus far the transaction is a credit to both sides.

In saying that the demands made by the committee of employés were not preposterous we do not mean that they were just, or even capable of being granted. On the contrary, we think that the officials of the road have made it obvious, in a document of unusual force and clearness, not only that it was practically impossible to concede what was asked, but also that the men are not in an unhappy situation as compared with the employés of other roads. The sobriety of this explanation and exposition, and the temper in which it is made, are in the highest degree praiseworthy.

There are indications that most of the members of the committee and the general sense of the employés accept the company's statement as truthful, kindly and convincing. We believe, furthermore, that it is calculated to promote fidelity and efficiency in the service of the road. A strike is altogether improbable, but if a strike should be declared it would fail, because it would be unjustified in fact as in public opinion.

In common with the usual custom of the metropolitan press, (to which however there are some notable exceptions,) the *Tribune* accepts the *ex parte* statement of Mr. King as a correct statement of the affairs of the Erie and its employés, decides off-hand that while the men were reasonable in apparently dropping the matter on the showing made they had no business to ask or expect any concessions whatever, and that they do not deserve any increase of compensation. Had the *Tribune* taken any pains to hear the other side before passing judgement and then formed its

opinion fairly, it might possibly have been somewhat different.

We agree with the *Tribune* that the men acted with good judgment and fairness, but we must differ with it in respect to the action of president King, and we must also beg leave to differ with the conclusions arrived at from Mr. King's reply as well as with statements made by that gentleman. Mr. King did not meet the committee with fairness in the first place. The committee was one chosen to represent and act for the employés; they asked for just exactly what they believed they should receive and while we are not authorized to speak for them; yet from the character and our personal knowledge of the members of that committee, we can safely say that they were ready to listen to reason, and to make any reasonable concessions in their request or to waive all if after a fair discussion of the matter, it could be shown that they were in the least unreasonable. The request was presented to Mr. King and the committee had a right to expect a reply would be made to them. If Mr. King should have submitted a paper to this committee which required an answer, and they had ignored him entirely and made their reply to the Executive Board or Board of Directors, would the *Tribune* think he had been treated fairly and courteously? Had Mr. King replied to the committee and they had refused to listen to reason or argument, he would then be justified in appealing direct to the employés, but under the circumstances, all must admit that his action in ignoring the committee was distinctly discourteous, although the committee wisely ignored the "snub" and did not make it a matter of grievance. As to the statement itself, it is not a fair or correct one. We are not in possession of the schedules of wages paid by the trunk lines competing with the Erie, and at present can only express the opinion that in making his comparison of wages, Mr. King has certainly included all the roads that pay the lowest wages in that section, and perhaps not included all those that pay the highest; there are some roads in New York that pay passenger conductors only \$60 and \$65 per month, and if our recollection is correct the Erie has one branch train which does principally a passenger business, and for which it pays the conductor only \$45 per month. It is manifestly unfair for Mr. King to include the wages paid on small local roads in making any comparison of wages, and we believe that a comparison made with any of the competing trunk lines only will result very much to the disadvantage of the Erie, and that it will be found that the Erie conductors run more miles for less than the average pay on those other lines. Mr. Webb says that

the Central pays better wages than the western roads. The lowest wages that any western road pays its freight conductors is \$2.90 per hundred miles and with nearly all, less than a hundred miles is counted as a hundred, while as high as \$3.70 is paid, the average being \$3.00 and \$3.25. The Erie pays its freight conductors \$2.70 per day, and Mr. King says that this \$2.70 is *71 cents in excess of the average rate of pay on competing lines*. Mr. King says that trainmen are now paid for overtime after twelve hours; this is not the case; some are paid overtime after twelve hours and others are not paid for over time at all, no matter how long on the road. On the C. & E. overtime is paid after fourteen hours, and the statement that time occupied by waiting on side-tracks should not "count" because train men "rarely perform any labor," is one that will strike the average train man as rather ludicrous; waiting on side-track, particularly at night, is about the hardest labor that a conductor is called upon to perform, and it is hardly necessary for us to explain why it is so. Mr. King's position throughout the whole matter has been autocratic and discourteous, and it is particularly surprising to us from the fact that it is so inconsistent with the reputation that he has hitherto borne for fairness in dealing with employés.

It is true that the Erie makes a mileage allowance on some of its freight runs as stated by Mr. King, as 88 and 90 miles are computed as a day, 104 miles as a day and a sixth, 140 miles a day and a half; but this is no more than the usual allowance for such freight runs. The paragraph in which Mr. King makes this statement leads to the inference that the same time allowance is made for passenger conductors, viz.: That passenger conductors are allowed a day for running 88 or 90 miles, a day and a sixth for 104 miles, and a day and a half for 140 miles; and that the average time is three and a quarter and four hours. If the inference is correct, and the allowance is made for passenger runs and the Erie pays these passenger conductors 22 cents per day, in excess of the average, they have no fault to find and should be satisfied. We are, however, inclined to think that while Mr. King is willing that such an inference should be drawn by those not posted, that it is not correct and the allowance is made for freight trains only, and it is not long ago that passenger crews ran from Jersey City to Elmira, a distance of 274 miles. On some divisions of the Erie, the passenger conductors run 208 and 216 miles daily, an average of nearly 6500 miles per month, and receive \$105 per month; these men certainly are not paid more

than the average pay for the miles run, and there certainly is need of an equalization if other men are paid \$105 per month for running 88 miles per day.

Since the committee left New York, the passenger trainmen on the first, second and Mahoning divisions of the Nypano have been notified of an increase in their pay to take effect Oct. 1st; this increase makes the pay for the passenger conductors on the first and second divisions \$110 per month of twenty-six days, which with the extra four or five days, if conductors run every day will make about \$125 per month; but to make the \$110, conductors must run over 5000 miles per month, and while the increase is a material one, (about \$11 per month,) it is not what it should be. In comparison with other roads, these men should be paid at the rate of \$125 for twenty-six days. On the Mahoning division the pay is made \$3.85 for the round trip from Cleveland to Youngstown.

The notice of increase contains the following:

After a careful investigation as to rates of wages paid passenger trainmen by other trunk line roads, it will be observed that the increase hereby given will enable the passenger trainmen on this division to make better wages per month than are made by men in similar service on competing and adjacent roads.

Although not advised, we presume the same increase has been made on the third and fourth divisions.

Returning to the Erie committee, after Mr. King's reply was made, or to speak correctly, after his manifesto, ignoring the committee, was issued to the public and the employes, the committee asked him for an interview, wishing to point out some of his erroneous statements and conclusions, and he declined to meet them or to discuss the matter at all. The committee made a second appeal for an interview and asked if the manifesto was an ultimatum; to this, Mr. King replied declining an interview and informing the committee that they could present anything else in writing and he would then determine whether or not an interview was necessary. Does the *Tribune* call this fair and courteous treatment? Certainly the committee deserves the commendation given them, for in view of the treatment received, they have acted with unusual moderation and good judgment; the matter however, is not settled, but the further acts of the committee will be governed by the same fairness and deliberation that has so far influenced them.

The gross earnings of the Erie for the year ending June 30th, 1890, was \$29,059,818. The operating expenses \$18,882,775, leaving the net earnings \$10,177,043, and the report shows a net income of \$1,021,906, after paying \$3,792,290 rent-

als, (a large portion of which was practically paid to itself,) interest and all other charges.

There are many other points in this reply which invite comment and criticism, particularly what is said in reference to "matters of discipline, administration and operation of the road," but time and space forbid, and we only note that the company now has a contract with its engineers and firemen, to which Mr. King refers and which covers some of those very things which he says, "cannot be made the subject of contract obligation."

THE RAILWAY CONDUCTOR'S BUILDING.

Occasionally an inquiry is made as to the status of the Railway Conductors Building company and the building itself. As has been stated in a circular and to the last Grand Division, the offer of Sioux City to the Order for the location of its building at that place was withdrawn last spring, and the withdrawal ended the matter so far as the Sioux City location was concerned; all subscriptions to stock have been cancelled, and to all those who made the first payment, the money has been returned. The Railway Conductor's Building company has yet a corporate existence, and all that has been done when Sioux City was the prospective location, can be utilized for any other place by simply amending the articles, providing some other than Sioux City as the location of the principal office of the company. The last Grand Division laid the matter over until next May. We believe that it should be taken up with a determined effort to retrieve the failure of the past, and we believe that it is certain that the conditions are much more favorable now than before for while, perhaps, the eager competition witnessed at Denver may not be repeated, we believe that the situation of the Order generally is now such as to beget confidence where there was a lack of it before. The B. of L. F., at their late convention, decided to build, and a late paper says that Des Moines has offered them \$50,000 to locate there. We know that as much and if anything more will be offered by Des Moines for a conductors building. In this connection we may say, that should the Grand Division or the members so desire, the matter of location can be opened to the whole United States instead of being confined to Iowa, and in that event it is quite likely that a large number of cities would offer something in the way of inducements. Indianapolis, St. Louis, Cleveland, Omaha, St. Paul, Minneapolis and a score of eligible places would undoubtedly enter the race, but if anything should be done, the Grand Division should make a fair and equitable provision for receiving the

propositions of all, and that would preclude any such game of bluff as was entered into at Denver. In our opinion, a committee should be appointed to receive any propositions, investigate the advantages and disadvantages of any proposed location, and make a decision or report thereon to the Grand Division; whether a decision is finally made by the Grand Division itself or by a committee, it should be away from the influence of the agents or representatives of any place as much as possible. Of course, if the matter of location is extended beyond Iowa it will necessitate surrendering our articles of incorporation in this state, but that is a matter that is easily done and many members of the Order think it should be done even if we remain in Iowa. We had hoped that the matter of location so far as the state is concerned was definitely settled at New Orleans, but if it shall prove to be for the best and that it is the wish of a majority of the members, the writer and all other loyal members in Iowa, (and there are none but loyal here) will join heartily with the majority, only let us make the next move, whether it be merely from one place in Iowa to another or from Iowa to some other state, a permanent one and let us provide a permanent home in the shape of a building that will be not only a source of pride to each but of revenue to all.

Let us hear from members of the Order on the subject. And by-the-way, to the firemen we say success and prosperity with your building.

WHAT DOES IT MEAN?

Does the St. Louis *Globe-Democrat* think that because a man enters the employ of a railway company that he thereby surrenders his right to control his own actions and becomes not only the servant of the public, but the serf of his employer? Does he thereby surrender the right to fix the price for which he is willing to labor? These queries are suggested by the following from its columns:

"The legislature exhausts only half its power and performs only half its duties when, in making appropriate regulations for the protection of the lives of persons and transportation of property upon railroads, it stops with their application to the corporations and their officers." These words occur in a report made by the New York State Board of Mediation and Arbitration in 1887. Further on the same document says that the "operatives of a railroad, from engineers down to track men, are, in the practical relations of their services to persons and property transported, far more important as factors than officers of the corporation, and should be held to due responsibility."

The relations which railway employes bear to the public have never found stronger and clearer

expression than was given them in the document from which these words were taken. The men who formulated them could not be accused either of ignorance of the subject or of unfriendliness to the persons to whom they referred. They had studied the question in its practical as well as its theoretic bearing. With both the workers and their employers they had been brought in contact. They spoke as honest, intelligent and fearless servants of the state, who had been selected by the people to discharge a delicate and needed duty, and, by their works, justified the confidence reposed in them. Nor is the justice of their position in any way affected by the fact that the law-making body to whom they reported paid not the slightest attention to their recommendations.

There is not the smallest room for doubt that the most direct, practical and effective remedy for the abuses inherent in railroad strikes under present conditions lies in the direction indicated. Law must be made to bear upon the employé as well as the employer. The employé must be made to understand that when he obtains service on a railroad he becomes, in some degree at least, a public officer and that if he abandons his post voluntarily and designedly, and thus imperils the public either in person or property, he renders himself liable to punishment by the law. The interests of the public, which comprises a class more numerous and important than either the stockholders of railroads or their employés, and who suffer seriously in all contests of this sort under existing conditions, must be defended. The remedy here proposed may not entirely remove the evil aimed at, but nothing else which has been suggested promises to be nearly so readily applied or so adequate.

As THE CONDUCTOR has repeatedly stated, railway employes will not object to any just legislation and will not only cheerfully acquiesce in anything of the kind but will aid it all in their power. Employes will not object to a requirement that they shall give a reasonable notice before leaving the service of a railway company provided the obligation is made reciprocal and the company is deprived of the power to not only dismiss an employé without a moments warning, but as has been done in some cases to make an effort to publicly humiliate him by serving notice of dismissal after he has appeared in public to take his accustomed run; and in some cases to make the dismissal at a little way station and refuse to provide transportation home, leaving in some instances, a penniless employé away from home without means to return. In this respect, the employes have always given much fairer treatment than they have received; with few exceptions, notice has always been given of a strike and none of any great importance has ever occurred without ample notice either direct or indirect. It is in the power of railway companies now, to make an equitable arrangement with employes, but they are unwilling to surrender the privilege of abrupt dismissal. The writer prepared, as is well known to railway

employés generally, a bill providing for the examination and license of conductors by a government board; and one of its provisions was that any conductor who *unreasonably* refused to perform the duty of a conductor when called upon by his employer, should have his license suspended, but the railway companies would none of it and why? Because it provided for an investigation, and did not leave them the sole judges of the matter. It also provided for an investigation in case of accidents, thus preventing them from making "scape-goats" of the employés in order to relieve themselves, which made it still further objectionable. The *Globe-Democrat* will find the employés always ready to consider the claims of the public, and will be ready to meet more than half-way, any proposition that will give them a "fair show." It will find that they are invariably, more ready to consider the claims of the public than are the companies, but they will not submit to deprivation of all manhood, the right to fix the price for which they will do a day's work, and be left entirely dependent upon the charity and sense of justice of railway officers. Some of us have already tried that too long for our own good. This article from the *Globe-Democrat* will, however, serve a good purpose in emphasizing the words of warning that we have endeavored heretofore to utter, and should be a significant notification to all employés that we must be alert and ready to meet such an attempt on the part of corporations and their papers that to some extent make public opinion.

POLITICAL UNION.

Considerable has been said of late by some of the political papers, of railroad men in politics, some assuming to direct them to keep out and others taking the opposite ground and defending the right of the employé to exert his citizenship. There are not many stronger partisans than the writer, and on questions outside of the interests of railway employés, political affiliations and preferences will be likely to govern. It is the intent of THE CONDUCTOR to keep its columns entirely free of "politics" as generally understood, but which is in reality "partisanship." The Order of Railway Conductors provides in its laws, that "The influence or sympathy of this Order shall never be used in favor of any political or religious organization whatever, and no political or religious discussion whatever, shall be permitted in any meeting of any division." We believe this provision to be a wise and beneficent one, for without it, there is always the possibility that the majority of a division might prostitute its influence to unworthy partisanship. This law, however, does not in any way prevent members from discussing in or out of meeting, such political action as, regardless of partisanship, they believe to be for their own benefit; it does not prevent them from using their influence in favor of

or against any political candidate when they believe it to be their interest to do so, and further we believe it is their duty to do so; THE CONDUCTOR will never hesitate to commend any candidate for any office if in our opinion it will be for the interest of the conductors of any state, or of the United States, and we shall do this without the slightest regard as to whether such candidate is a democrat, republican, mugwump or anything else; neither shall we hesitate to condemn and to advise opposition when we believe it to be best. We believe that there should be more unity of action politically, among railway employés than has ever been in the past. The employés of the nation or of any state, if united, will wield an influence that will command respect and bring benefit, while if divided by party name and regardless of our own benefit, we will never be able to secure for ourselves a proper consideration. THE CONDUCTOR is very glad to note the improvement in this respect and the general tendency to unity of action as evinced by the action of the employés in some states, and we sincerely hope to see the day when such action will be the rule instead of the exception and extend to national affairs as well as to state. It is extremely probable that within the near future, legislation will be attempted that will in a great measure, at least, injure our organizations and deprive us of present influence and power. We believe that it is time for these things to be considered and that we should be ready to meet any such emergency when it comes.

WHY NOT?

Some little time ago, an officer of the Brotherhood of Railway Telegraphers stated that Grand Organizer Kirch of the Order of Railway Telegraphers claimed to know all about the secret work of the Order of Railway Conductors. In the September 15th CONDUCTOR, we noted this charge and also the denial made by Grand Chief Telegrapher Thurston. If any mention of the matter has been made in the official paper of the O. of R. T., we have failed to see it and the query arises as to why Mr. Thurston should consider it necessary to ask us to deny it, and neglect to deny it in his own paper. The fact of whether or not Mr. Kirch has made any such claim is of supreme indifference to us, and the ridiculousness of any such claim was shown by the fact that he was said to claim to know what was not in existence, but it would seem to us that good taste would suggest that Mr. Kirch or some one with authority from him, speak through the proper channel.

Changes in Division Directory since Oct. 15th:
Div. 5. Meetings 1st and 3d Tuesday at 8 p. m., 2d Monday at 10 a. m., in Elk's Hall, 11 Fayette street.

Div. 120. X. Secretary.
Secretary Div. 140. J. B. Parrott.
Secretary Div. 143. G. I. Wood, 268 Calder st.
Div. 149. Meetings every Sunday, 2 p. m.
Div. 220. Meetings 2d and 4th Sundays.
Div. 263. Cumberland, Md.; C. C., D. R. Shull, care Windsor Hotel; Secretary, W. W. Dunlap, 38 Hanover street; meetings every Sunday, 9 a. m., I. O. O. F. Hall.

Brothers R. Fraser and S. W. Cooper are requested to communicate with the Secretary of Division No. 81.

Cumberland Division No. 263 was organized Oct. 19th by A. G. C. C. Wilkins, with eighteen charter members and all good men and true, who will add strength to the Order.

Mrs. J. W. Rose, East McDonald street, Atlanta, Georgia, wishes the address of "Conductor's Wife," who gave the directions for dyeing in No. 17 of THE CONDUCTOR.

Savanna Division No. 78 will hold its annual election of officers at the regular meeting, Monday, December 8th; all members will please take notice and be on hand.

J. T. Harrahan has been elected second vice-president of the Illinois Central, and both stock holders and employes are to be congratulated on the choice.

Frank Butler, G. O. S., is now general yard master at Anniston, Ala., for the Georgia Pacific. Frank is at home in a yard as well as in a convention.

W. E. Burns, a past grand officer of the B. of L. F., has been nominated for the Illinois legislature in the fifth district. Mr. Burns should have the support of railway employes regardless of political affiliation.

A union meeting will be held at Altoona, Pa., Sunday, November 23, and it is hoped that there will be a large attendance. The committee having the matter in charge, (Brothers Albright, Stutsman and Clay) is a guarantee that the arrangements will be complete.

Brother W. H. Smith requests that any reader of THE CONDUCTOR to whom may be presented a letter introducing one W. K. Parker, will retain it

and return it to him at 268 Calder street, Harrisburg, Pa. See November circular from this office.

The Supreme Council, which met in Houston lately to pass upon the grievance of the members of the B. of R. T. against the H. & T. C. railway for employing colored switchmen, decided against the brakemen.

Brother J. T. Crank, one of the oldest members of that "old reliable" Division, No. 53, at Denison Texas, had the misfortune to be thrown from his train by being caught by a telephone wire over the track and was badly injured. He is just getting able to walk with the aid of a crutch. THE CONDUCTOR joins a host of others in wishing his speedy recovery.

Railroad men in Missouri should not forget J. K. Merrifield and all should see that his name is on the ticket they vote. It is reported that the B. of L. E. as an organization is opposing Jim, but we are very loth to believe anything of the kind after the hearty and cordial support given by conductors to the engineer who is now a member of the Commission.

The Chief Conductor of Sedalia Division No. 60 requests us to warn members against one T. D. Whitlock, who claims to be a member of the Order, and who swindled several members there out of various sums ranging from \$2 to \$25. He is now said to be in Texas. Brother Hart expresses wonder that any such a man can impose upon members of the Order and induce them to give up their hard earned dollars.

Brother George C. Peiffer held two certificates in the Mutual Benefit Department as provided for by the amendments adopted at New Orleans and is entitled to the benefit for disability on both of the certificates, Nos. 400 and 403, and he is a member of R. B. Hawkins Division No. 114. In printing the notice of assessment, a typographical error was made, which makes it read that he is a

member of Divisions 114 and 124; the latter is wrong and should be 114. This is the first instance where there has been a claim made for two certificates, although a number of members hold two.

Samuel Gompers, President of the American Federation of Labor, has issued a call for the tenth annual convention, to be held in Detroit, December 8th; all national labor organizations are invited to send delegates on a basis of a delegate for 4,000 members or less up to five for 64,000. From a brief acquaintance with President Gompers we believe the A. F. L. has an able and energetic leader.

What would be thought of the organization of railway employes that would resolve in favor of giving an annual dinner "for the purpose of calling out a larger attendance," and instruct its secretary to "communicate with the managers about having the membership fees and expenses of attending conventions defrayed by the companies." Yet this is what the late convention of the Society of Railroad Superintendents did.

Brother James E. Barton, a member of Syracuse Division, No. 155, was on October 20th, appointed train master of the western division of the Central with office at Syracuse, and has charge of the passenger and freight service and crews. Mr. Burrows has made a wise selection in appointing Brother Barton to this position and the employes are to be congratulated on having so genial a train master.

Brother R. S. Brock, one of the reliable members of Richmond Division No. 152, has been appointed general yardmaster in charge of the Richmond yards of the Chesapeake & Ohio. Brother Brock is ably assisted by Brother A. J. Blanton as day yardmaster and Brother Henry Schweickert, night yardmaster. Brother Blanton will be remembered by all who have attended the Grand Division for the past four years.

Brother E. D. Hogan of Minneapolis Division, No. 117, has been appointed train master of the First, Cannon Valley and Pacific divisions of the M. & St. L., vice W. E. Johnson, who takes an indefinite leave of absence on account of ill health. The boys regret that Mr. Johnson is compelled to leave, and hope that he may be completely restored to health. Brother Hogan will be a worthy successor and all are well pleased over the appointment.

Married at the residence of the bride's parents in Boone, Iowa, Thursday evening, October 2nd, Charles H. Richmond, Jr., of Council Bluffs, and Miss Kate Champlin. The friends of Brother Frank Champlin are counted by the hundred and there isn't one of them in all this broad land that will not sincerely congratulate Mrs. Richmond and wish for her a long and happy future. THE CONDUCTOR is proud to be reckoned among those friends.

Brother Charles H. Angell, a member of Chicago Division No. 1, died in Denver about Sept. 10th, and when his death occurred there were in his room two men, who claimed to be members of the Order. When the brother of the deceased arrived at the room, these two men were gone and there was missing Division card No. 5463, an O. R. C. charm and about \$40 in money. If this card is presented, have the person presenting it arrested for robbery and telegraph Mrs. Chas. H. Angell, 719 Penn st., Kansas, City, Mo.

Col. J. R. Hollowell, who is a candidate for Congress in the 7th Kansas District, has publicly and privately pledged himself to labor for the passage of the safety appliance legislation outlined in these columns lately and which has been endorsed by a large majority of railway employes. Col. Hollowell is on the Republican ticket, which makes it politically "tuff" for the writer to endorse him, but nevertheless we urge railway employes to support him regardless of party and then to note that he carries out his promises faithfully.

The versatile genius of *The Western Railway* has devised a reminder of his publication in the shape of an "editorial pass" bearing on its face a lithograph of some of the celebrated scenery on the Rio Grande where he formerly officiated. In the conditions, Warman says "Nyether will visitors be permitted to tinker with the typewriter," which makes us think that "eyether" *The Western Railway* must be prospering or Cyrus don't understand the darkey's rule for pronunciation. It also suggests a query as to the sex of the typewriter. THE CONDUCTOR is indebted for a pass.

We are authorized to say to readers of THE CONDUCTOR that John T. Hamilton will support and vote for the compulsory application of safety appliances to cars and engines, whether it be a renewal of the legislation proposed at the last session of Congress or something similar that is satisfactory to the employes. Mr. Hamilton is a warm friend of the writer, both personally and

politically, and we do not think that we are in any way inconsistent in urging members of the Order and railway employes generally to support him regardless of their political preferences, particularly as we have never hesitated to advise them to support Republican nominees when we believed it for their interest to do so. Mr. Hamilton is a man who can be depended upon to fulfil any promises, and we sincerely believe that employes who are voters in the Fifth Iowa District will conserve their own interests by supporting him.

If there is any punishment that is at all adequate for the crime of train wrecking, we would like to know what it is. A train on the C., M. & St. P. near Kansas City was wrecked by the rails having been disconnected and the ends pried out of line. The fireman was caught under the wreck and held for over an hour, dying just as the trainmen succeeded in releasing him. A day or so later, a farmer caught four men endeavoring to disconnect the rails on the C., B. & Q. in the same vicinity, and it is thought they were the same who caused the wreck on the St. Paul. No motive for the crime is known.

Brother James Curran president of the Mutual Aid and Benefit Association of Chicago, notifies members that the annual meeting will be held at the Sherman House, Chicago, November 28th, and he also reports a net gain of about ten per cent. in membership. The present membership is 1324, and Brothers Curran and Huntington have our sincere congratulations on the improved showing. This association paid for benefits during the past year, \$41,000, and for expenses, \$2,799.99; making a total of \$533,339.50 paid for benefits since organization, and a total of \$29,484.31 for expenses.

October 23rd, Brother E. H. Belknap, with the assistance of his faithful and devoted wife, took a walk out of doors. That this may be the prelude to a much more rapid recovery will be the sincere hope of all who read THE CONDUCTOR. Stricken down from a vigorous manhood and confined to the room for six weary months, his lot has been a sad one, but now that he has regained the use of his limbs and can get out into the air and be benefitted by exercise, we believe that he will soon be able to resume his accustomed duties and relieve both the writer hereof and the patient readers of THE CONDUCTOR, who through their friendship and love for "Brother Bel" have tolerated with but little protest, the vain effort to fill his place.

It begins to look very much as if the O. & M. railroad company were afraid to meet the issue raised by them in the arrest of Brother Marshall Lafferty some time ago. His suit for damages has again been postponed by request of the company, and it appears very much like an effort to tire out the prosecution. The court fixed Oct. 28th, and Dec. 2d, for the parties to agree upon and it is to be hoped that no further continuance will be permitted. Brother Lafferty deserves and should receive the support of every conductor in the United States in his effort. He still has a large number of copies of the argument of Messrs. Lamb and Voorhes, which he will be glad to sell at half price, (25 cents each) in order to assist him in paying the expense of the present suit. We hope that every reader of THE CONDUCTOR who has not already purchased one, will send for a copy.

The "Old Reliable" convention has been called by president Sinclair to meet October 29th, at Chattanooga, Tenn. We regret to note from the secretary's report, a net loss of 139 members, and sincerely hope that the present year will show a much better result; \$16,505 was paid in benefits during the past year. This association is one of the oldest, if not the oldest conductor's association in existence; it has provided for too many widows and orphans in the past to be permitted to pass out of existence now or in the near future, and we sincerely hope that the convention in its wisdom will provide some way to restore the enthusiasm of the past. We would suggest to them the creation of a reserve fund but for the fact that some one might remind us of the decayed "fruit of the tree of the genus *Castanea* which is enclosed in a prickly pericarp." We would be very glad to meet the friends who will be at Chattanooga, and we heartily wish them success.

Every member of the Order who was at Rochester last May, will be saddened to learn of the premature death of I. S. Emery. Mr. Emery was the passenger agent of the R. W. & O. R'y., and it is to his efforts that the members were indebted for the pleasant trip to Charlotte as well as for many and various courtesies. The impression of all that he was a genial, kindly gentleman who would deem it a pleasure to discommode himself to accommodate a friend, is confirmed by the opinion of those who have known him for years. Mr. Emery was nominated by the labor party as a candidate for congress; accepting the nomination merely through his sympathy with and for the laboring man, and without hope of success. He was dismissed by the com-

pany for it, and the general opinion is that the depression therefrom caused him to commit the rash act of taking his own life, which he did on the evening of October 18th, at the Livingston hotel in Rochester.

J. M. Ashley is President and H. W. Ashley is General Manager of the Toledo, Ann Arbor & North Michigan Railroad. The General Manager, who is the son of the President, is a man who not only blacklists dismissed employes, but follows them to other roads and procures their dismissal when possible, and when one of the men who had been followed by this man to another road, called at his office he was ordered out. The President, J. M. Ashley, is a candidate for Congress in the Tenth Ohio, or Toledo, District, and if the father is like the son, railway employes should not hesitate as to their action. He should be opposed not only by railway employes, but by all laboring men, and particularly by members of labor organizations, for even if not a party to the despicable practices of his son, the President of a road should be able to prevent any such action, and if he does not, should be held responsible for it. The cause of the "following" in one case was that the man had been subpoenaed in a suit against the T., A. A. & N. M., and, when on the witness stand, told the truth instead of perjuring himself to save the company.

The Brotherhood of Railway Employes Home, lately incorporated and placed in running order in Chicago, is entirely separate and distinct from any Brotherhood hospital scheme. If any division has a disabled member, have the secretary write to J. B. Spencer, room 10, 166 Randolph street, Chicago, for blanks and investigate the matter. The home is unqualifiedly endorsed by THE CONDUCTOR. Its support is by purely voluntary contributions, and there are no high salaried officers. No one is admitted who is not a member of some one of the several organizations of railway employes and there is no admission fee. Its president, Hon. L. S. Coffin, needs no introduction to the railway employes of the United States, and its other officers and incorporators are well known business men whose names are guarantees of fairness. In fine, it is *not* a money-making scheme, but a purely charitable one, and in this respect it is entirely different from the "Brotherhood Hospitals" which are sending out circulars and which are formed simply to make money for the originators. We sincerely hope that every division of the Order will at once start a subscription paper and thus aid this worthy institution, and we also hope, that if any division of the Order has a member

who is unable to work, they will immediately correspond with Mr. Spencer. Those who are unable to follow their vocation, but can do other light work, will be taught and aided to procure such work by the Home. All employes of the Home will be members of some one of the railway organizations and a member of the B. of R. T. is now employed in the secretary's office. Contributions may be sent direct to Mr. Spencer, or if preferred, members or divisions may send contributions to this office and we will see that it reaches the Home and is properly receipted for.

A member asks "why do you not solicit articles for THE CONDUCTOR from amongst the members?" We thought that when we had not only asked but urged members to write communications for THE CONDUCTOR, to discuss insurance, building, federation, legislation and various other matters that should be of interest to conductors generally and members of the Order particularly, that we had "solicited articles," but if there is a single member of the Order or a conductor, brakeman, fireman, engineer or any other trainman in the United States, Canada or Mexico who has not been solicited, this is an invitation to him to write an article for THE CONDUCTOR. We do not even confine this invitation to railway employes, but will extend it to any person who has the slightest interest in their welfare and prosperity. We will cheerfully cut down our editorial space to a single page or to nothing in order to fill THE CONDUCTOR with interesting matter from members. This invitation is further extended to the ladies; let us hear from you and let the members hear from you through the columns of THE CONDUCTOR. When you send a communication, however, do not be discouraged if it does not appear at once, and it sometimes happens that a letter is received containing items of interest at the time, which comes just too late to be inserted in a number and before the next number is issued, the items are so old as to be of less interest than newer ones that are in hand. In some cases we have communications for a single number that would fill three or four; manifestly some must be omitted or held over, while at other times there is practically none at all. We would be very glad to receive a communication each month from some member of every division of the Order.

We assure the good Brother who made the inquiry that we will welcome a communication from him or from any other member of his division, and we are obliged to him for his inquiry if it shall enable us to impress upon members of the Order generally, that they are not only welcome to the columns of THE CONDUCTOR but we are anxious to have them relieve us from the necessity of "hustling" for matter to fill with that is not so interesting as their correspondence would be. There are dozens of topics of interest to members of the Order, and every member has some opinion upon all of them, as well as some reasons for "the faith that in him is," and by an interchange of ideas of individuals we will arrive at what is desired by, and for the interest of, the majority.

THE RAILWAY CONDUCTOR.

VOL. VII.

CEDAR RAPIDS, IA., NOVEMBER 15, 1890.

NO. 22.



TO CALIFORNIA IN '41.

In November or December of 1840, while still teaching school in Platte County, I came across a Frenchman named Roubideaux, who said he had been to California. His description was in the superlative degree favorable, so much so that I resolved if possible to see that wonderful land, and with others helped to get up a meeting at Weston and invited him to make a statement before it in regard to the country.

At that time when a man moved out West, as soon as he was fairly settled he wanted to move again, and naturally every question imaginable was asked in regard to this wonderful country. Roubideaux described it as one of perennial spring and boundless fertility, and laid stress on the countless thousands of wild horses and cattle. He told about oranges, and hence must have been at Los Angeles, or the mission of San Gabriel, a few miles from it. Every conceivable question that we could ask him was answered favorably. Generally the first question which a Missourian asked about a country was whether there was any fever and ague. I remember his answer distinctly. He said there was but one man in California that had ever had a chill there, and it was a matter of so much wonderment to the people of Monterey that they went eighteen miles into the country to see him shake. Noth-

ing could have been more satisfactory on the score of health.

He said that the Spanish authorities were most friendly, and that the people were the most hospitable on the globe; that you could travel all over California and it would cost you nothing for horse or food. Even the Indians were friendly. His description of the country made it seem like a paradise. * * * * *

On leaving Weston where there had been so much opposition, we were six or seven in number, and nearly half the town followed us for a mile, and some for five or six miles, to bid us good-by, showing the deep interest felt in our journey. All expressed good wishes and desired to hear from us. When we reached Sappling Grove the place of rendezvous, in May, 1841, there was but one wagon ahead of us. For the next few days one or two wagons would come each day, and among the recruits were three families from Arkansas.

Every one furnished his own supplies. The party consisted of sixty-nine, including men, women and children. Our teams were of oxen, mules, and horses. We had no cows, as the later emigrants usually had, and the lack of milk was a great deprivation to the children. It was understood that every one should have not less

than a barrel of flour with sugar and so forth to suit; but I laid in one hundred pounds of flour more than the usual quantity, besides other things. This I did because we were told that when we got into the mountains we probably would get out of bread and have to live on meat alone, which I thought would kill me, even if it did not others.

My gun was an old flint-lock rifle, but a good one. Old hunters told me to have nothing to do with cap or percussion locks, that they were unreliable, and that if I got my caps or percussion wet I could not shoot, while if I lost my flint I could pick up another on the plains. I doubt whether there was one hundred dollars in money in the whole party, but all were enthusiastic and anxious to go. * * * * *

The first incident was a scare that we had from a party of Cheyenne Indians just before we reached the Platte River, about two weeks after we set out. One of our men who chanced to be out hunting, some distance from the company and behind it, suddenly appeared without mule, gun, or pistol, and lacking most of his clothes, and in great excitement reported that he had been surrounded by thousands of Indians. The company, too, became excited, and Captain Fitzpatrick tried, but with little effect, to control and pacify them. Every man started his team into a run, till the oxen, like the mules and horses, were in a full gallop. Captain Fitzpatrick went ahead and directed them to follow, and as fast as they came to the bank of the river he put the wagons in the form of a hollow square and had all the animals securely picketed within.

After a while the Indians came in sight. There were only forty of them, but they were well mounted on horses, and were evidently a war party, for they had no women except one, a medicine woman. They came up and camped within a hundred yards of us on the river below. Fitzpatrick told us they would not have come in that way if they were hostile. Our hunter in his excitement said that there were thousands of them, and that they had robbed him of his gun, mule, and pistol.

When the Indians had put up their lodges Fitzpatrick and John Gray, the old hunter mentioned, went out to them and by signs were made to understand that the Indians did not intend to hurt the man or to take his mule or gun, but that he was so excited when he saw them that they had

to disarm him to keep him from shooting them; they did not know what had become of his pistol or of his clothes, which he said they had torn off. They surrendered the mule and the gun, thus showing that they were friendly. They proved to be Cheyenne Indians. Ever afterwards that man went by the name of Cheyenne Dawson. * * * * *

I think I can truly say that I saw in that region in one day more buffaloes than I have seen of cattle in all my life. I have seen the plain black with them for several days' journey as far as the eye could reach. They seemed to be coming northward continually from the distant plains to the Platte to get water, and would plunge in and swim across by thousands—so numerous were they that they changed not only the color of the water, but its taste, until it was unfit to drink; but we had to use it. One night when we were encamped on the South Fork of the Platte they came in such droves that we had to sit up and fire guns and make what fires we could to keep them from running over us and trampling us into the dust. We could hear them thundering all night long; the ground fairly trembled with vast approaching bands; and if they had not been diverted, wagons, animals, and emigrants would have been trodden under their feet.—*November Century.*

Time.

One of the things to be found in this country which will, no doubt, seem odd to most of the iron and steel men now visiting us from the other side, is the arbitrary changes in time which will be made at various points in their journey. In the British Islands all time is Greenwich mean time; the distances east and west of Greenwich, within the limits of the land, not being sufficient to require the adoption of several divisions, each having a time of its own, as has been found necessary here. The mere swinging of the hands of one's watch one hour forward or back, on passing from one time belt to another, will not, however, be found troublesome, and experience shows that even the first glance, at one's watch after the change has been made does not shock one's sense of the eternal fitness of things, as might be supposed from the arguments put forth by the opponents of the general adoption of standard time.

But the thing which will prove bothersome is, where cities or towns are encountered, where people imagine that no time but their own particular time will do, and that, if the hands of their watches and clocks are set to any other time, they must necessarily get out of bed in the morning without due regard to the position of the sun, eat their dinner while the shadows are a little longer than they should be, and retire out of sympathy with the entire solar system. In such places the time will be found to agree with no other time, either of the railroads or of neighboring cities, and our English visitors can perhaps find no consolation for the annoyance caused thereby except in grumbling at the conservatism which is its prime cause. And the spectacle of Englishmen grumbling at American conservatism may seem a curious one; but such grumbling, we are forced to conclude, is entirely justifiable in this instance, for there can be no shadow of necessity or excuse for the present bewildering condition of affairs, when so simple an alternative is offered as the adoption of standard time. The city of Cincinnati, which until recently held to local time, to the great annoyance of her own people, as well as visitors there, has now, for some months past, been running on standard time, and it has been found entirely satisfactory, the difficulties which it was supposed would follow its adoption having been found to be wholly imaginary.

As an example of the other way of doing things, we need go only a short distance from Cincinnati, to the manufacturing town of Springfield, where the city council recently adopted standard time, and were followed by the county commissioners; but the board of education refused to adopt it, the result being that many of the shops were going by one time, and the schools by another, the endless confusion and trouble caused thereby being, curiously enough, and, of course, illogically, charged to the adoption of standard time; whereas, it was due solely to a mixture of standard with local time.

Nearly all manufacturing concerns have a great deal to do with railroads, and the use of two different times is especially troublesome in manufacturing towns. It is perfectly safe to say that, wherever standard time is really tried by itself, and unmixed with any other time, it will be approved, and within one week after such

adoption no citizen of the town so adopting it will be able to see the difference, except in its greater simplicity and relief from bother. Yet, as an illustration of how firmly a popular superstition may become rooted in the minds of the people, and also of the means sometimes taken to perpetuate it, we find in a school geography published by Harper & Bros, among the other reasons given for the failure of some places to adopt standard time, that many occupations are "dependent upon sunlight," as though the changing of the position of the hands of a watch altered the amount of sunlight available, or as though it would be impossible to commence work at the occupations demanding sunlight until the hands of watches and clocks were in a certain position.

Work can be commenced and left off at the most convenient and suitable time, whether standard or local time is in use; but the minute hands of all time pieces in this country should agree, as provided for by the scheme of standard time adopted by the railroads to avoid endless confusion, and which will do away with still greater confusion when its adoption by everybody has been brought about.—*American Machinist.*

Advice of the Spider.

Commenting upon what it calls the "cruelty of strikes," the *Railway Age* suggests that it is a cruel thing to order into idleness many thousands of men who are now earning good wages and who have no personal reason for dissatisfaction."

Evidently the above named organ of railway officials does not consider the fact that every toiler has a personal interest in the condition of every other one. If the laboring man could see no farther into the problem than the *Age* assumes, his case would be indeed hopeless. But the toilers fully understand that they must depend upon united action for the preservation of what favorable conditions they now enjoy, just as a soldier understands that the safety of the whole army depends upon individual courage.

The argument that general strikes should never be ordered because many engaged in them would have no "personal interest" to be served is a favorite one with employers who give cause for strikes. It is an appeal to selfishness. It is made in the hope that the toiler can be dazzled

with the dollar in sight and his vision for the future blinded. It is an attempt to create a stampede that shall destroy discipline in the ranks and thus weaken the irresistible power of united effort.

But the spider will sing the serenade to selfishness in vain. Labor may sometimes act the part of the fly, but it is altogether too "fly" to be so easily entrapped. The wonderful power of federation is forcing itself to the front. Its practical lessons have already been so clearly taught that he who runs may read. The toilers have at last learned that they are an army—not of aggression but of protection and preservation—and that the general welfare of all armies depends upon the willingness of each soldier to act like a man instead of considering his personal convenience and sacrificing the whole army by a cowardly anxiety for personal safety.—*Firemen's Journal*.

"David and Goliath" in Naval Warfare.

A NIGHT ATTACK BY A TORPEDO BOAT.

The opportunity comes,—a night dark and tempestuous. The clouds have covered the stars like a pall, and there is a howling wind which drowns all other sounds. The pygmy vessel makes ready and puts to sea. It rushes along as swift as the wind and as silent as a calm. Big waves sometimes sweep over it from end to end as it plunges through the darkness, but they are not heeded. Small as it is, it is stanchly built and can stand the strain of storm as well as its adversary. All men save one are snugly shut inside, tending the flying engine and preparing the missile of destruction. This is a strange bolt, shaped like a cigar, over ten feet in length; and the crew place it in the bow tube. The man on deck stands behind a little iron tower which shields him from the shock of the waves, and there he steers the boat.

In the darkness they seek their adversary determinedly, and with deadly purpose, since they are the protectors of their native land. The boat searches for a time in vain, for the big ship has covered all lights and is lying like a sleeping monster upon the waves, awaiting morning to renew the havoc. Perhaps if the ship remained thus, the little boat would never find her; but "Goliath" becomes uneasy; he fears "David" will make an attack, so he has determined to watch. A dazzling cone of white light suddenly starts from a

point in the darkness and broadens upon the water. Slowly it sweeps about over the sea in circling arcs. All at once the little boat is bathed in a brilliant, blinding glare. The monster's eye finds it! But in finding the enemy the battle-ship has disclosed itself, and the dauntless little adversary steams straight forward at utmost speed. Streaks of flame are now shooting from under the white light, while the rattling reports of rifles and machine-guns rise sharply above the winds roar. Shot and small shell are falling about like hail upon the water, but the monster can not keep the range of the on-rushing boat, and the missiles fly wide of the mark. Suddenly the great ship looms up,—tall, long, shadowy, overpowering. It is not far off, almost near enough to be attacked. Yet a little closer and the intrepid pygmy, still unharmed, slows and steadies, with that ominous black tube pointing toward the monster's blazing side. Shots are falling upon the boat, and the man who was steering has taken refuge in his iron tower; but inside there is a wheel, and he can steer as well as before, for around him on a level with his eyes are little slits through which he can see. Now seconds are precious, if the fragile little craft is to escape destruction. The moment has come! A lever is pulled, and from that black tube comes a short hoarse roar. At once the little boat begins to turn, ready to escape with the speed of the wind.

But before the boat can turn, a dull heavy shock has jarred the sea. A gigantic column of white water rushes upward toward the black clouds. In it the tall masts of the monster ship seem to sway about and clash together. The banging of the guns is sharply succeeded by cries of human terror.

The mass of water falls back into the sea with a roaring crash and scatters over the waves in great wisps of glistening foam. The wind, sweeping on again forms new waves over the disturbed water. The monster ship has disappeared—the Goliath of the Deep is conquered by his pygmy antagonist.—JOHN M. ELLICOTT, in November *St. Nicholas*.

Through Great Granite Gorge.

The Great Granite Gorge is about forty miles in length. That portion from its head to the Bright Angel Creek, some fifteen miles, is narrow, dark, and gloomy. It stands at the upper gateway of the great

cañon as if by its very frown to keep back the intruder, and guard from vulgar and sordid greed the grandeur, the beauty, and hidden treasure of the lower cañon. At the Bright Angel Creek everything changes—the granite slopes are flatter, they are of a softer black granite, cut into sharp pinnacles and crags, and seem more as if formed of very coarsely stratified slate.

The cañon grows more and more picturesque and beautiful the farther we proceed. The granite has lost its awful and threatening look, and slopes back in beautiful hillsides, of variegated black, gray, and green.

At the side cañons, and from the bends of the river, the upper portions of the whole gorge are brought into view, showing the great marble and sandstone cliffs, benched back far away from the river, while mountains jut in close between the side cañons and washes nearly a mile and a quarter in height. As we look down the river, or up a low side cañon, with the placid water between its polished walls of black, and gray, and green, for a foreground, there rise above the dark sandstone, tier upon tier, bench upon bench, terrace upon terrace, stepping back farther and farther, and higher and higher, and in immensity of height and proportion seeming to tower almost over our heads. First above the dark sandstone come the flattened slopes of the lime and mineralized matter, in horizontal layers of yellow, brown, white, red, and green.

Then rise sheer walls of stained marble one thousand feet or more, the lower portions yellow, brown, and red the coloring of red growing brighter as it nears the top. Above this smaller benches of marble, at the top of each a little mesa covered with green bunch grass and bushes, and above these a dozen or more terraces of scarlet and flame colored sandstone, stained on their outer points with black, and the little benches between them relieved by the bright green of the greasewood and bunch grass, the whole crowned with perhaps a couple of thousand feet of the lighter gray, yellow, and white sandstone ledges, capped by pinnacles and spires, turrets and domes, in every imaginable shape, size and proportion.—

* * * * *

On the morning of July 9th, Mr. Brown and the supplies having arrived, we started into the unknown depths of Marble

Cañon, with three boats and our little party of eight. That night we camped at the lower end of the Soap Creek rapid. President Brown seemed lonely and troubled, and asked me to sit by his bed and talk. We sat there late, smoking and talking of our homes and our journey on the morrow. When I awoke in the morning Mr. Brown was up, and as soon as he saw me said, "Stanton, I dreamed of the rapids last night, the first time since we started." After breakfast we were again on the river in very swift water. Mr. Brown's boat, with himself and McDonald, was ahead, my boat, getting out from shore with some difficulty, was a little distance behind. In two minutes we were at the next rapid. Just as we dashed into the head of it, I saw McDonald running up the bank waving both arms. We had, for a few moments, all we could do to manage our own boat. It was but a moment. We were through the rapid, and turning out into the eddy. I heard McDonald shout, "Mr. Brown is in there." I looked to the right, but saw nothing. As our boat turned around the whirl-pool on the left, the note-book which Mr. Brown always carried shot up on top of the water, and we picked it up as we passed.

Mr. Brown's boat was about one-half minute ahead of mine. His boat went safely through the worst part of the rapid, but in turning out into the eddy, an up-shooting wave, so common in that river between the current and the whirlpools and eddies on the side, upset it without a moment's warning. Brown was thrown into the whirlpool, while McDonald was thrown into the current. McDonald as he came up saw Brown on the side of the current, and shouted to him, "Come on." He answered with a cheerful "All right." McDonald, carried down by the stream, "was three times thrown under by the terrific tossings of the mad waters," and with great effort reached the left bank, where the current rushed upon the shore at a sudden turn to the right. As soon as he recovered himself he saw Brown still in the whirlpool, swimming round and round. Rushing up the bank he shouted to us for help. In that whirlpool poor Brown battled for his life, till exhausted in the fight he sank, a hero and a martyr to what some day will be a successful cause.—From "Through the Grand Cañon of the Colorado," by R. B. STANNON, in November *Scribner*.

Cardinal Newman.

Louder than roar her own reverberant seas
 Around the white sea cliffs—more full than they
 Of tumult and harsh discord—night and day
 Uprising, England's voice for centuries
 Has smitten the ear of God; but melodies,
 Strong ones and true, have still not failed her;
 they
 Up through the din wind still their silvery way
 And God for earth's marred harmonies appease.

Of such, sweet-springing from a blameless heart,
 And perfect grown with length of many days,
 The music that we ceased but now to hear;
 That fuller swelled and sweeter year on year
 Until it rose a marvellous hymn of praise
 And with the nine-choired choral strain found part,

—Scribner.

CHARLESTON, S. C., Oct. 22, 1890.

Editor *Railway Conductor*.

DEAR SIR:—I have already acknowledged myself a *Crank* on the subject of life insurance, and would that I could say that there were at least ten thousand more members of the Order of Railway Conductors cranky on the same subject.

How any Brother can read the appeal of Brother Latimer in his letter of Oct. 2d, where so much is said that is *true*, and not take *immediate* advantage of the insurance—is a mystery that I cannot solve.

There is no question about its being the cheapest and best insurance (all things considered). Take the Equitable Insurance Company, which ranks away up, and see what it will cost you. A man at the age of twenty-five years has to pay \$20.00 a year on the thousand and to carry an insurance of twenty-five hundred he would pay \$50.00 per year, and would have to *die to win*.

What does it cost in the Order of Railway Conductors? \$37.00 a year on the same amount, and in this case you are not obliged to die to get your insurance. For the loss of eyesight, hand, foot or limb, or totally disabled, you get the full amount of insurance.

I do not lay any claims to clear headedness, but our Brother asks that the clear headed Brothers express their opinions as to the lack of interest in this matter. My Brother I think in a good many cases it is nothing but indifference, and if every member of the Insurance Department who is interested in it, would make it his business to make at least one convert,

"not a block of five but one, and who of us that cannot induce one member to do his duty to his family. Is it not our sworn duty to help a Brother or a Brother's family, and is this not helping both at the same time. And now Brothers who are not insured do not think about this matter, but go to your Division Secretary and get a blank application, fill it out at once, and when approved, hand to your wife, if you have one, if not, perhaps you have an aged mother who is depending upon you for a support, or sisters who will be left to live upon the cold charities of this world. I know after you are insured, your trips will be made lighter, knowing that you have performed a duty which you will never regret. Now Brother L. let us try this plan and get others in your Division to do the same, and you will see our Benefit Department increase so rapidly that our assessments will decrease.

Yours in P. F.,

S. C. GILBERT, 208.

SYRACUSE, N. Y. Nov 3.—Through the undue officiousness of a boy telegraph operator at Rock Cut, near here, this afternoon, a wreck was caused resulting in the death of four trainmen and the injury of a number of other people. Two coal trains were side-tracked at Rock Cut waiting for the New York and Philadelphia express from the south. Just as the headlight of the express came into view it struck operator Clark that the switch ahead of the coal train was not set for the main track. Immediately he dashed out of the station, rushed to the switch and threw it over. Then he realized, too late, that he had been mistaken. Before he could make a move to reset the switch, the express train rushed into the siding and crashed into the engine of the first coal train. The firemen and engineers of both engines, James Doyle, M. Furnand, Michael Burke and Jeremiah Lee were caught in the wreck and ground to pieces.

The baggage and express cars of the passenger train careened over into the ditch on the north side of the track. W. H. Coppenall, George Derby, Joseph Kibball and Michael Tierne, trainmen, were very seriously, but not fatally hurt. All the passengers were badly shaken up, though only one was injured seriously—Mrs. Julia Corcoran of Buffalo.—*SIOUX City Journal*.



"TWENTY BUSHELS OF ROSES."

Now, what was he going to do with all those roses? What did he want them for? He asked that he might have leave to gather "twenty bushels a year." What an unusual request! An unheard of one it was—and coming from a man!

It is a poetic little incident which I have plucked right out of sober history. It immediately brings a picture before me of an old, a very old, 'English garden. The man was the unfortunate Bishop of Ely of Elizabeth's reign. He was unfortunate not only because he lost the favor of his fickle sovereign, but because through one of her caprices he lost his garden. It is the last-named loss that engages our sympathies, and it is the one with which we have to do.

England had had pleasant gardens from the time of the Conquest; with shady walks, hedges, fountains and many fruit trees. And those gardens had been, as a rule, in the hands of men who had chosen an ecclesiastic life. The monks and bishops found the pursuit of horticulture congenial to their quiet tastes and their ways of seclusion. Even now, in the neighborhood of some of the old abbeys and other religious houses, may be seen a few half-wilding rose-bushes, descendants of those once cultivated by tender hands; and along the moldering walls are still clinging vines and scraggly fruit-trees.

Elizabeth's bishops were great horticulturists. Dr. Cox, bishop of Ely, rich, honored, scholarly, and a man of fine taste, had a palace in London "and fair gardens called Ely-place, on Holborn-hill." This great estate had long been held by the bishops of Ely; and it appears in history that the Duke of Gloster, afterward Richard III., once asked for strawberries from that place. In the play of "King Richard III." Shakespeare makes use of the incident:

"My lord of Ely, when I was last in Holborn,
I saw good strawberries in your garden there:
I do beseech you, send for some of them."

Our Bishop's garden covered several acres of land; and a right fertile tract it was, too, with ust the needed moisture, for once, before Lon-

don had become so densely peopled, a stream had flowed there, called the Oldbourne, from which the hill, Holborn, had taken its name. The Bishop had a princely establishment in this, his town house, which he kept up, besides maintaining his country place at Stanton; and there was no lack of upper gardeners and under gardeners to keep things in order.

We may be sure that, according to the custom, this ample domain was inclosed by a high wall of brick or stone, against which fruit trees were trained, so that in the genial warmth where the sunshine could strike them, the abundance of peaches, plums, pears, apricots, nectarines—how tempting the names—might ripen in their time. Think of this great garden with its cool, green vistas, its orchard trees where pippins and other favorite apples grew, its gravel walks bordered with box, its beds of lavender and thyme and all sweet herbs. Fragrant and beautiful, musical with the hum of bees and songs of birds, it was a peaceful, flower-adorned retreat. Right in the busy London of tradesmen and guilds, processions and pageants, of hawkers who cried their wares just outside the walls, the stir and discordant noises must have come to the good Bishop as he walked and meditated, like the turmoil of a world he was glad to escape from.

We know that he took great delight in it, especially in his roses. One cannot help wondering about the kinds he had there. Roses past counting, "a gardenfull," had the Bishop of Ely,

"Red roses, white roses,
Roses past season."

Perhaps he had collected all the varieties which once grew wild in Britain, the Scotch roses, the sweet-briers, all the red, red roses of many reds, the pale pink ones, the white ones, from thickets and hedges all over the dominion. He must have had the blended rose of York and Lancaster, the Provence and Burgundy roses and others which came into England with the queen consorts from the south of Europe. The daintiest, dearest, most delicious, the damask rose could, hardly

have been among them unless some crusader of kindred tastes with the Bishop had brought one when he came home.

We might never have known of this rose-passion of his but for the misfortune that befell him. He had offended the Queen by rebuking her for some Popish ceremonials, and she had never forgiven him. Elizabeth was a good hater; and the time came when she could have her revenge. Her new favorite, Sir Christopher Hatton of whom she was foolishly fond, had long had his eye on the lovely gardens on Holborn-hill and wanted them. When it came to her knowledge the Queen commanded the Bishop to give them up. He resisted. Then she wrote him a brief letter, in which she used some of the strong language habitual to her when she was wroth. The Bishop was compelled to yield. But he reserved the privilege of free access through the gate-house, liberty to walk in the garden, and "leave to gather twenty bushels of roses yearly therein." The same was to be granted to his successors in the bishopric.

And now a light dawns upon me. Can it have been that the good man wanted the roses for confections and conserves? Did he purpose having them distilled!

Let us not harbor such a thought for a moment. We will remember how many men have been almost passionate lovers of flowers; how Linnæus fell down on his knees when he first beheld the golden furze of England, how a great American divine expressed the extravagant desire to have mignonette growing in his garden in such a quantity that he could mow it with a scythe. We will remember two distinguished historians, Bancroft and Parkman among their roses.

How such men would revel in the flowers that certain recent travelers tell us of; the acres of blood-red anemones on the hillsides of Ephriam; the vast solitudes of daffodil far as the eye could reach, splashed with gladiolus and purple iris, that Pierre Loti came upon in Morocco, and the plains of lavender he saw; the miles of prairie roses in the far west; the forget-me-nots of Western Siberia described by Kennan: "the steppe to the very horizon was a blue ocean of forget-me-nots. I do not mean simply that the ground was sprinkled with them, nor merely that they grew in great abundance. I mean that the grass everywhere was completely hidden by them, so that the plain looked as if a sheet of blue gauze had been thrown over it, or as if it was a great expanse of tranquil water reflecting a pale, blue sky."

We will believe that the Bishop, grown gray among his flowers, stipulated for these twenty

bushels now that the garden was to be taken away from him, so that he might have the pleasure once a year of revelling in roses within the walls of his own home. To be let in through the gate-house by Sir Christopher's gate-keeper and suffered to walk up and down and look at them would be tantalizing after all those years of ownership. He would have a carnival of roses, till every old oak-panelled room in his house should be brightened by their glow and made sweet by their fragrance. From hall to lady's boudoir everywhere within, there should be a feast of roses.

So the housemaids came out while the morning dew lay on the garden; and with much chatter and girlish laughter and pelting one another with roses till the paths were strewn with petals, filled their baskets and bore them into the great house. And this continued till the Bishop of Ely was gathered to his fathers.

Years after, Gerard the botanist had a garden on Holborn-hill, containing eleven hundred plants, as catalogued by himself. There were all sorts of pleasant flowers; and who can doubt that some of the identical roses beloved by the Bishop were among them, and that they clung to the spot until the hill was dug over for building purposes and not a trace remained to show that a garden had ever been there?—AMANDA B. HARRIS, in *November Wide Awake*.

TOLEDO, October 28, 1890.

Toledo Division No 26 has much to be proud of from the fact that our ladies have organized a Division of the Ladies' Auxiliary to the O. R. C. under the name of Banner Division No. 6.

Surely it is the Banner Division in numbers—forty charter members and more to be heard from, well officered and in proper working order.

Thursday afternoon, Oct. 9th, there gathered at Friendship Hall some seventy ladies, all wives of O. R. C. conductors, to institute, elect and install its officers. Mrs. Chas. Ragon, Grand Worthy President, of Columbus, Ohio, assisted by other Grand officers from Elkhart, Indiana, Columbus and Norwalk, Ohio, was present to perform the work. The work was done throughout without the ritual, showing the interest all their Grand officers are taking in the work, a lesson which might well be copied by some of our older Divisions of the Order. I often think myself how much more impressive is our ceremony when the officers of a Division have the work committed to memory.

The following officers were elected and installed: Mrs. James McMillan, Sister President. Mrs. E. W. Purrett, Sister Vice-President. Mrs.

F. J. Stout, Sister Secretary and Treasurer; Mrs. Prince, Senior Sister; Mrs. M. A. Loop, Junior Sister; Mrs. Baldwin, Sister Inside Guard; Mrs. D. F. Meyers, Sister Corresponding Secretary.

In the evening they gave their first entertainment, which for precision, neatness and nicety there is no equal, and the ladies are entitled to great credit for the manner in which it was carried out—taking charge of everything, even acting as floor managers when the dance commenced. Below I give you the program:

FIRST ENTERTAINMENT

GIVEN BY

BANNER DIVISION NO. 6,

LADIES' AUXILIARY TO O. R. C.,

Thursday Evening, Oct. 9th, 1890.

MUSICALE.

SELECTIONS—ORCHESTRA.

- 1—Address..... Mayor Hamilton
- 2—Song—Good Evening to All.....
Criterion Quartette.
- 3—Address..... Mrs. Charles Ragon, G. W. P.
- 4—Guitar Trio—Bell Muzurka.....*Newburg*
Profs Newburg, Fluke and Neel.
- 5—Recitation—The Engineer and the Piano
Miss Adel Pritchard.
- 6—Vocal Solo—In Old Madrid.....*Trotiere*
Mrs. Robert Miller.
- 7—Guitar Solo—Patrol.....*Newburg*
F. L. Newburg.
- 8—Recitation—An Old Actor's Story.....
Miss Selma Herman.
- 9—Song—Mocking Bird.....
Jolly Five.
- 10—Vocal Solo—Allspice.....
Charles Topliff.

REFRESHMENTS.

PROGRAM.

- 1—Waltz.....Unfurl the "Banner."
- 2—Lanciers.....A La "Ragon."
- 3—Polka....."Barber" Pole.
- 4—Military QuadrilleOur Hoosier Sisters.
- 5—Detroit.....Around the "Loop."
- 6—Wild Irishman....."McIntyre's Reel.
- 7—Waltz.....Buckeye Girls.
- 8—Virginia Reel.....Norwalk Trio.
- 9—Grand Medley....."Shumaker's" Last.

COMMITTEE OF ARRANGEMENTS.

Mrs. Jas. McMillan, Mrs. J. Powers, Mrs. Jas. H. Moore,
Mrs. A. W. McIntyre, Mrs. F. B. Rockwood,
Mrs. O. B. Clarke.

RECEPTION COMMITTEE.

Members of Banner Division No. 6.

FLOOR MANAGERS.

Mrs. John Talty, Mrs. H. O. Wright, Mrs. E. W. Purrett,
Mrs. D. F. Meyers, Mrs. M. A. Loop.

The entertainment was strictly invitational and the Hall was taxed to its utmost.

Mayor Hamilton's address was pithy and to the point, creating at times merriment and applause. Mrs. Ragon's address was listened to with much interest and was delivered in an able manner, defining the object of the Ladies' Auxiliary, its work and necessity.

Mrs.——of Elkhart spoke at some length, explaining the necessity of working in harmony and unison, that no unbiased acts or feelings should ever exist among them.

The vocal and instrumental music, and the recitations, were grand and of the highest order.

Especial credit is due Mrs. Robt. Miller who is a woman of rare ability.

The entertainment was interrupted by Bro. Purrett, our worthy Sec. & Treas. who called Mrs. McMillan, president-elect, to the rostrum and in a few well chosen remarks in behalf of the Conductors of Toledo Division No. 26, presented Banner Division with a handsome bible for their altar.

This was not on their program and Mrs. McMillan for the moment was dazed, but rallied at once, showing herself equal to the emergency and in a trembling voice thanked the conductors in behalf of the Sisters of Banner Division for their kindness, and magnificent present.

There most always comes a time to eat, to the railroad man and it was so in this case, and such a spread!

Mr. Editor, you should have availed yourself of your invitation, to understand and appreciate I cannot do it justice, so will not try.

The conductors tried to help, but all you could hear was, "sit down." If ever there was anyone that was going to run the "machine" these ladies were the ones.

The refreshments were passed around to the audience on plates with "jap" napkins, by a score of ladies with such dispatch, that all were partaking of the delicacies at the same time.

After doing justice to the refreshments the hall was cleared, and the dance began.

Just glance at the program of dances and see their title.

"Unfurl the Banner." Surely it was unfurled, one would think so had they seen the beautiful drapery of those handsome ladies floating in the "mazy waltz," and, "A La Ragon."

The worthy G. W. P. did not enjoy the "name sake lanciers," as she is rather religiously inclined and does not take part in such exercises.

The "Barber Pole" was a stunner, "Our Hoosier Sisters" did credit to the military band.

Sister Loop was one of the floor managers and got lost in the shuffle while calling out in a weak

sisterly voice "one more couple this way." The dancers went around the "Loop" and they did not know how it happened.

The event of the evening was "McIntyre's Reel." Just speak of a reel and Mr. and Mrs. Mc. are in their element; the floor had to be cleared to give them a chance.

"Well, say," again I am inadequate for the occasion.

Nimble Mrs. McIntyre, who tips the beam at 250, and Mrs. Loop near that, have been called by the "Elder" as the two Johns.

At this point the dance was called to a halt by Brother Purrett, who, after the floor had been cleared and the people called to order, explained that through an oversight on the part of the conductors a portion of the ceremony had been overlooked and forgot. There was a presentation to be made to the ladie's auxilliary of one of the most important working tools of the initiatory ceremony.

It was a well recognized fact, that through all the dark ages past and present no secret organization was properly equipped without a royal Bumper, and the conductors had not overlooked this fact and had purchased at a great expense his majesty the "Goat," for their particular benefit, and asked that all remain quiet as the procession entered.

The outside door was opened and in bounded the goat, with Masters Burrell, Loop and Clare McIntyre in charge. Brother Lon McIntyre gave him such a start from the ante-room one would have thought he was a ten-wheeler with forty loads, the way he brought the boys into the room.

He was a fine fellow, and carried out his part nobly.

The boys had got a blanket painted with "Banner Division No. 6, Ladie's Auxiliary," on either side, which his goatship wore with royal grace.

For a few moments pandemonium reigned in the hall, and after quietness was again restored it was announced, that the ladies would now exemplify the work, as Mrs. McIntyre had consented to ride the goat. Through some hitch and misunderstanding Mrs. Mc. refused, but her sister, Mrs. French, volunteered. Several of the Columbus ladies objected to this, and were joined in this objection by Elkhart, as Mrs. French did not belong to the corps. Brother Charles Shultz and Wash Brown told them to make the kick, because her husband was not a conductor anyway. The kick held, under the circumstances, that the majority had to rule. Mrs. Sumaker and Mrs.

Shipley voting with the minority. At this hitch in the proceedings his Goatship was led from the room in the triumphal march; "Nearer my God to Thee," all following to pay their last respects to the departed one. The dance again went on.

Mrs. Purrett as a floor manager was a success, and is entitled to great credit for the manner in which she conducted the floor. The other floor managers were conspicuous by their silence and non-assistance.

As we go down the program we come to "Sumaker's last." Surely there must be work for the shoemaker's last, judging from the way they hammered out the last dance.

Then comes a time when all enjoyable things must cease, so it was in this. As all commenced getting ready for home, hand-shaking, good-byes, and kissing was in order, (only among the ladies, mind that) every one declaring an enjoyable time and voting the entertainment a success.

NOTES.

Brother Stout was on deck doing all in his power to make things pass off pleasantly. He liked to have killed your humble servant trying to make me dance with two ladies at the same time.

Mrs. Powers is entitled to much credit for the able manner in which she conducted her part on on the committee of arrangements.

Brother Purrett is a dancer of no mean profession.

Mrs. James Moor, Mrs. F. B. Rockwood, Mrs. O. B. Clark, and others of the committee of arrangements had a smile and pleasant word and look for all.

Brother Harry Wright and Lon Mc. can dress many things better than a goat.

Sister Hugh Carnes gave away part of the secret work (about the goat), and should be churchered for that.

Brother Harry Wells is a good single handed dancer.

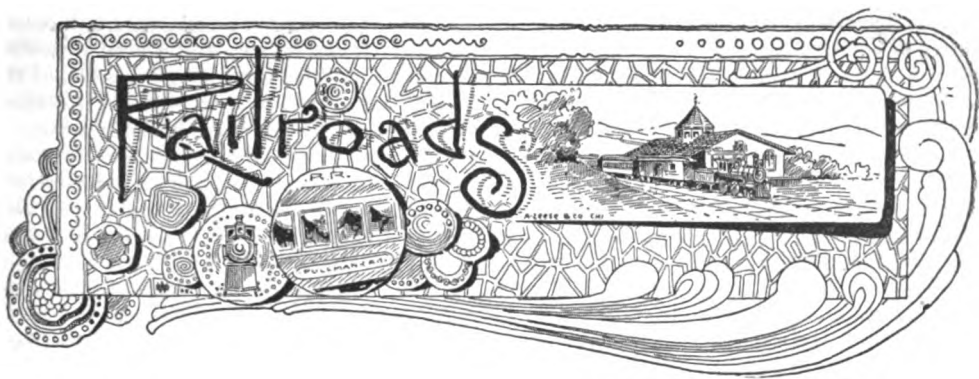
Brother Osborn, C. C., of Division 26, one of the dromios, was also conspicuous by his absence.

The oriental degree was conferred on Brother Loop by the ladies next day—don't mention it. There was no goat, but "Oh my" is no where; ye olden time running the gauntlet is nothing compared.

Harry Wright was there for first, but turned pale and ran away and did not show up for two days. I will close, with more anon.

Yours truly in P. F.,

M. A. L.



THE NEW YORK CENTRAL RAILROAD STRIKE.

BY SAMUEL GOMPERS, PRESIDENT AMERICAN FEDERATION OF LABOR, NEW YORK CITY.

Public attention has been attracted to the recent strike of the employés of the New York Central Railroad, not because of the number of employés involved, the causes of the dissatisfaction that culminated in the withholding of their labor by the strike method, or because of the conduct or continuance of that special skirmish in the industrial war.

The strike of the carpenters for eight hours was vastly more important as a fact and as a study; but as that strike was in the direction of progressive civilization directly affecting production and not commercial distribution, it was less startling than the short, impulsive strike of the railroad men.

As men can exist longer without eating than they can without breathing, so the men engaged in the varied business interests, can calmly witness the stoppage of production in any industrial center or enterprise other than their own, while the stoppage of the transmission of news by electricity, or of the transportation of passengers and freight over any of the great avenues of trade, awakens commercial and financial fear, endangering a panic.

Wendell Phillips said: "The laborer puts his hand into the cogwheels of the factory, and when the machinery stops the employer asks, What is the matter?" The employés of the New York Central Railroad put their hands into the cogwheels of the intricate machinery of commerce, and the people will not only ask what is the matter, but what is the remedy?

In your letter requesting my views upon some of the questions involved in the New York Central strike, you say: "There are at least three parties interested in every railroad strike: first, the employés; second, the corporation, and third, the general public;" and you add, that "each of these

parties has, of course, its interests and rights." As your space and the time at my disposal will not permit an exhaustive essay on so important a theme, permit me to give my views upon the first proposition as stated in your communication, "What are the rights of employés?" "Have they the right, after voluntarily striking, to be heard in any grievance either through a committee of their own or through a committee of the organization to which they belong, or through any other representative whom they may select?"

It is now almost unanimously acknowledged that employés have the right to strike, and having the right to strike, that they have the right to use all constitutional means to make the strike successful. As a strike is the withholding of labor for a better condition of the market, it must be conceded that the laborer has the right to fix the price and conditions upon which he will put his labor into the market. Having the inalienable right to organize for mutual protection and benefit, they have the right of use to all the rights, customs, privileges and immunities of organized bodies. An organized body can speak only through and by its legally constituted representatives, and the members of organized bodies are the only constituted and competent persons to select such representatives.

As the principal is responsible for the acts of his agent in his capacity as agent, it is the duty of the principal to protect the agent when he performs the duties assigned him, and the agent has the right of immunity from responsibilities within certain legal and moral limits. Agents are, and should be held up to public odium when they, as agents, perform an act that is dastardly, contemptible or cruel, even when such acts are not punishable by courts of justice; but when an agent of an organized body seeks the betterment

of his principal, that is, his constituency, by securing by equitable methods a new contract, the man, or body of men, who would maltreat the agent bearing such a commission, would shoot the bearer of a flag of truce on a field of battle. The right of representation by a chosen spokesman will be contended for by organized laborers with all the legal weapons that nature, art, science and invention can furnish; and he who stands in the way of the speedy recognition of this inherent, inalienable right is an enemy of peace.

Before considering your second division of the question of the right of the employés, permit me to clearly recapitulate some of the rights that are included in the foregoing statement. Employés have the right: first, to organize; second, to strike; third, to prevent the employment of other laborers (within legal bounds); fourth, to divert trade to other parties; fifth, to the protection of the judicial and executive departments of State as against the false representation of facts, the employment of a private armed band, and as against the unwarrantable discharge and black-listing of the members of the organization or their representatives; sixth, the right to know cause why they are discharged; seventh, the right to be recognized through their representatives; eighth, the right to know cause why wages are reduced, or why they cannot be increased, their hours of labor reduced, and why the sanitary conditions and protective appliances of science and invention are not introduced; ninth, the right to their share in the joint product of the capital invested, the management and themselves.

This last brings us back to the question of interests. You say "each of these parties (the corporation, the employés and the general public) has its interests and rights." It is the interest of the employé that the management should be economical, that the stocks should not be watered, that a fair remuneration should be paid for the service of management and for the use of money; in brief, the interest of the employés includes the interest of the general public with this addition, that as regular and full employment at present wages, with hope of better wages as a condition, depend upon a successful business, the interests of the employés to this extent are one with the management. Interests conflict when high salaries or large profits accrue to tall talkers, and low wages and uncertainty of employment accrue to hard workers.

The second division of your question as to the rights of employés relates to the rights of employés (to put it in your language) after "voluntarily striking." It is held by many, and perhaps by most employers, as well as by many so-called political economists, that a strike is a permanent

severance of the relations and interests between the employer and the employés who have struck. Against this position I quote the words of Geo. E. McNeil in a recent article on strikes. He says: "A strike is not the voluntary withholding of labor, it is the compulsory act of intelligent, self-respecting men and women; a method of self defense." This is true of strikes for less hours of labor and for higher wages as well as strikes against a reduction of wages, discharge of leaders, officers and other representatives, black-listing, shop rules, etc. The wage worker is a party in interest with his employer in spite of the fact that under the wage system they live in antagonistic relations toward each other. France and Germany continue their commercial and political relations and interests, but do not disband their armies or disarm their defenses. All civilized countries stand prepared for war, and yet they are constantly seeking new treaties (contracts) for mutual benefit. A war between two nations is but a temporary affair (a strike) that will ultimate in a renewal of commercial and political relations; often with enlarged mutual interests. The overthrow of Napoleon the First was not the subjugation of France. Every nation during war, or after defeat, has the acknowledged right of representation in negotiating terms of settlement. A strike is a war between two important factors in industrial or commercial enterprises, and the right to negotiate a settlement is never waived or vitiated. It is time public sentiment was awakened to the importance of the recognition of this truth.

A strike is an attempt not to destroy the enterprise, but to defeat the administration of the enterprise; in fact to compel a treaty (contract) that will give them (the strikers) greater advantage of conditions and opportunities.

The wage-worker not only has the right to control his time, that is, the amount he will sell, but he has the right to his special skill or adaptability in the position he occupies in any given establishment or enterprise. He has, by continuous employment for an employer, accumulated an equity, that is, an interest, that is lost to him, lost to the employer and the public, if he leaves that employer, except in rare cases when the change is purely voluntary; but it is nevertheless true that as they strike not against their employment, but against its conditions, they have an interest in equity in the past and future results of the joint effort of the employers and themselves. The opportunity to labor in the position they occupied at the time of the strike is their capital; it is their situation, their property.

The Constitution of the United States provides that "in all criminal prosecutions the accused shall enjoy the right to have the assistance of

counsel for his defense," and in the constitutions of the several States this right to be heard by himself or counsel is fully provided and guaranteed. However great the crime against persons or property, the United States and the State governments not only permit, but provide for the representation of the accused by counsel. It is only in the relations of the employers and employes that this right is denied. General Butler has said that "the Constitution grows;" it is time that the judges of the courts, men of legal attainments, and the public generally, should grow up to the constitutional provisions for the protection of the rights of the wage-workers.

To your question, How shall these rights be secured and maintained? permit me to answer, that as the rights of the people have been obtained in the past by organized, earnest, self-sacrificing effort, it is safe to continue on that line. The effort to obtain a larger freedom is in itself an educator to still grander efforts.

Chicago & Alton Railroad Co.

BLOOMINGTON, ILLINOIS, May 26, 1890

The following rules will govern the employment and compensation of train men on the Chicago & Alton Railroad, to take effect on June 1, 1890.

ARTICLE I.

No Through Freight Conductor's pay shall be less than \$1.50 for fifty miles or less, and \$3.00 for any run of over fifty miles and less than one hundred—when no other mileage is made the same day—the day to begin and end at midnight. All over one hundred miles to be paid for at the rate of 3 cents per mile.

No Through Freight Brakeman's pay shall be less than \$1.00 for any run of fifty miles or less; nor less than \$2.00 for any run of over fifty miles and less than one hundred—when no additional mileage is made that day—the day to begin and end at midnight. All over one hundred miles shall be paid for at the rate of 2 cents per mile.

ARTICLE II.

Freight Trains doing wrecking and construction work, the Conductor and Brakemen thereof shall have pay for the time actually at such work, when schedule time is exceeded by one hour; the schedule time to be considered at the rate of ten miles per hour; Conductors to receive 30 cents per hour for such wrecking and construction work, and Brakemen 20 cents per hour.

ARTICLE III.

Way Freight Conductors shall receive \$80.00 per month, and Brakemen \$55.00 per month. No over time will be allowed. Trips made on lay-over days, or Sundays, will be paid for as per Articles I and II.

ARTICLE IV.

On regular construction or ballast trains, conductors shall receive \$78.09 and brakemen \$52.00 per month. Twenty-six days to constitute a month, and twelve hours or less to constitute a day's work. No loss of time when the crew is held for service.

ARTICLE V.

Conductors or brakemen dead-heading to a point to take charge of a train, or dead-heading from a point to which they have taken a train, when acting under orders from officers of the company, shall be paid as prescribed in Article I.

ARTICLE VI.

Any conductor or brakeman piloting a train or engine to any point shall be paid as prescribed in Article I, except that a brakeman acting as conductor in piloting, shall receive conductor's pay.

ARTICLE VII.

In case of freight trains doubling hills, conductors shall receive 3 cents, and brakemen 2 cents, per mile for the same.

ARTICLE VIII.

All conductors and brakemen, called as witnesses for the company, shall receive—for conductors, \$3.00, and for brakemen, \$2.00, per day, and expenses.

ARTICLE IX.

All the yard men at Slater, Roodhouse, and Alton, shall be paid at the present monthly rates, twenty-six days to constitute a month's work, additional days to be paid on the same basis.

ARTICLE X.

Passenger conductors and brakemen, making extra time, will be paid for same.

ARTICLE XI.

A caller shall be employed by the company, both day and night, at Brighton Park, Bloomington, Roodhouse, and Slater.

ARTICLE XII.

The right to regular runs and to promotion will be governed by merit, ability, and seniority. Everything being equal, the conductor, brakeman, or yardman longest in the service will have preference, the Superintendent to be the judge as to qualifications. Nothing in this Article shall be construed as preventing the company from employing experienced men from other roads when the good of the service requires it.

ARTICLE XIII.

Unless leave of absence for a definite time is given, conductors, brakemen, and yardmen leaving the service of the company to engage in other business, or to work on other roads, and who shall, subsequently, be re-employed by the company, shall rank as new men.

ARTICLE XIV.

No conductor, brakeman, or yardman shall be suspended or dismissed without just cause. In case of suspension or dismissal, if he thinks his sentence unjust, his case shall have a thorough investigation by the proper officers, at which he may be present, if he so desire. Any such investigation shall be made within ten (10) days from the date of notice in writing of his desire for further investigation, and if found unjustly suspended or dismissed, he shall be re-instated and paid full time while so out of service.

ARTICLE XV.

It is the rule and intention of the company to run through freight crews first in, first out; but circumstances may arise where this should be changed, and the company reserves the right to do so. For instance, we may deem it advisable to run certain crews upon certain designated trains—and we must be at liberty to arrange such matters for the best interest of the company.

ARTICLE XVI.

The rate contained in this schedule, and the rules relating thereto, shall not be changed—in any case—without the mutual consent of both parties to this agreement.

T. W. BATES,

Approved: Sup't. of Transportation.

C. H. CHAPPELL,
General Manager.*Illinois Central Railroad Company.*

OFFICE OF GENERAL SUPERINTENDENT.

CHICAGO, ILLINOIS.

The following agreed Schedule of Wages and Rules of Employment will govern train men in passenger and freight service on the Illinois Central Railroad from October 1, 1890:

I. PASSENGER SERVICE.

Class of Train.	Rank.	4,000 Miles, or Less on Regular Runs, per Cal. Month.	Over 4,000 to 6,000 Miles per Calendar Month.
Through	Conductors	\$100 00	\$110 00
	Baggagemen	55 00	60 00
	Brakemen	50 00	55 00
	Train Porters	30 00	35 00
Local or Branch.	Conductors	\$90 00	\$100 00
	Baggagemen	50 00	55 00
	Brakemen	45 00	50 00
	Train Porters	30 00	35 00

2. For mileage made by passenger crews in excess of 6,000 miles per calendar month, extra compensation at the rate of maximum mileage will be allowed.

3. Passenger crews assigned to regular runs, failing to make full month, will be paid pro-rata for service performed.

4. Freight crews running extra passenger, and making less than 4,000 passenger miles, will be

paid pro-rata at passenger rates, on the basis of 4,000 miles per month for the class of service performed. In excess of 4,000 passenger miles per month, or when a full month is made on a regular run, full passenger rates for such will be paid.

5. When extra crews make miscellaneous passenger mileage, they will be paid for all the mileage made during the month, on basis of the class of mileage which predominates.

6. When through and local runs are pooled, and passenger crews run around in turn, the classification of the pooled runs will be determined by the class of train which contributes the greater portion of the mileage, and all crews will receive alike the rates of pay for that service.

7. Through passenger trains will comprise those runs which have a continuous schedule over more than one division, and change crews at division points. Trains scheduled on one division, and run through by the same crew, are local passenger trains.

8. Pay car and special runs will be classed as local.

9. It is the intention that no unreasonable service in making extra mileage shall be exacted under this schedule from passenger crews on regular, assigned runs.

10. FREIGHT SERVICE.

CLASS.	RANK.	RATE.	
		PER MILE.	OVERTIME.
Irregular Fr't Runs.	Conductors Brakemen	3 cents 2 cents	10 miles per hr 10 miles per hr
		Per Month \$90 00 60 00	Overtime 30 cts per hour 20 cts per hour
Local Freight and Mixed Trains.	Conductors Brakemen	Per Month \$90 00 55 00	Overtime 25 cts per hour 15 cts per hour

Colored brakemen on lines south of the Ohio river will be paid 15 per cent. less than white brakemen.

11. There shall be two grades of freight conductors and brakemen.

For first year's service, 10 per cent. less than the established rates will be paid.

After one year's service, full rates as provided in this schedule will be paid.

To freight conductors promoted after October 1, 1890, a refund will be made of the 10 per cent. reduction on full rates, on the last six months of their first year of actual service as conductors, provided they render faithful and efficient service, have clear record, and prove themselves reliable, competent men; such refund to be made at the termination of the year's service.

Experienced conductors and brakemen employed from other roads will receive full rates of pay.

12. The actual number of days in any calendar month of twelve hours per day, exclusive of

Sundays, will constitute a month's work for that month in local or mixed freight or work train service—except on those local freight runs to which three crews are assigned. On local freight runs having three regular crews, four single trips per week over the section will constitute full time; 15 hours being allowed for each trip.

Crews assigned to regular freight runs will be paid additional, at established rates, for extra run outside of their regular work.

13. Overtime will be allowed as follows:

Crews in irregular freight service—for time on duty in excess of one hour for each 10 miles run.

On local freight or mixed runs where single trip is made each working day—after 12 hours continuous service; and on such runs where four trips per week are made—after 15 hours continuous service.

On local freight turn-around trips—where the time consumed on the road, and in switching at the turning point, exceeds 12 hours.

In work train service—after 12 hours on duty.

In computing overtime, any fraction of an hour, 30 minutes or less, will not be counted; over 30 minutes will be called an hour.

14. The assignment of crews, in local freight service, will be made by the Division Superintendent; the number of crews on a section, and the number of brakemen in each crew, to be regulated in accordance with his judgment, to meet the requirements of the service.

15. When a crew is called for a freight trip of less than 50 miles, 50 miles will be allowed; and if the time on duty exceeds 5 hours, extra time will be paid at 10 miles per hour.

On straight trips exceeding 50 miles and less than 100 miles, 100 miles will be allowed, provided no other work is done within the 24 hours ensuing from commencement of such trip. Overtime will be allowed for the time consumed on such trip in excess of 10 hours. When other work is performed within the 24 hours, actual mileage for the short trip will be allowed.

16. Short turn-arounds made within 24 hours from commencement of trip, where mileage is over 50 miles and less than 100 miles, will be allowed 100 miles; and where more than 100 miles, actual mileage will govern.

Overtime on such turn-around trips will be allowed when the time consumed on the road, and in switching at turn-around point, is in excess of an average speed of 10 miles per hour.

17. For light runs (engine and caboose) if six hours or less are consumed in the run, one-half mileage will be allowed; if over six hours, full mileage allowed.

18. Crews deadheading under orders, will be paid one-half their regular rates.

19. It is the intention to run crews not assigned to regular runs, first in first out, but the right is reserved to depart from this rule when the interests of the company require it.

20. Main line freight train men at terminal stations, living within one mile of the yard, will be called for trains. The working time of trainmen will commence from the hour train is listed to leave.

21. When freight crews are called and report for duty, and for any cause the train is abandoned, they shall be paid at overtime rates for each hour so held on duty, and will stand first out.

22. Trainmen attending court at the request of the company, if on assigned runs will be allowed full time, and in irregular service 100 miles per day, with \$1.00 per day for expenses if away from home.

23. The right to regular runs and to promotion will be governed by merit, ability and seniority. Everything being equal, the men longest in continuous service will have preference, the Division Superintendent to be the judge as to qualifications. Nothing in this article shall be construed as preventing the company from employing experienced men from other roads, when the good of the service requires it.

24. So far as consistent with the interests of the company, the number of crews will be kept down to correspond with the business, so that crews in irregular freight service may make 2,600 to 3,000 miles per month.

25. In event of there being surplus of crews, and it becomes necessary to reduce their number, the oldest men shall have preference in employment, except where younger men in the service are found to be more reliable and efficient; it being the intention to retain the most capable men in the service.

And it is hereby understood to be the duty of conductors to promptly file charges, in writing, to their superior officer, against any unreliable or unsafe brakeman who may have been assigned them; and in the interest of retaining in the service the best men, it shall be the duty of such superior officer to promptly investigate, and if charges preferred are found correct, such brakeman is not to be transferred to another crew, but promptly dismissed.

26. All schedules, rules and regulations, in conflict with these now adopted, are void.

A. W. SULLIVAN,
General Superintendent.

For the passenger and freight train men,

F. S. STIMSON,
Chairman Committee.

Approved:

C. A. BECK,
General Manager.

Northern Pacific Railroad Company.

OFFICE OF GENERAL SUPERINTENDENT.

ST. PAUL, Minn., May 28, 1890.

By advice with and consent of the General Manager, the wages of trainmen on all divisions of the road will, from June 1, 1890, be established at rates in schedule below:

THROUGH FREIGHT.				WORK TRAINS.			
	Per day of 10 hours or less, or 100 mls or less.	Overtime per hour.	Per mile over 100 miles.		Per day of 12 hours or less.	Overtime per hour.	
East of Mandan	\$3 00	.30	.03	\$3 00	.30	Conductor.	
Mandan	2 00	.20	.02	2 00	.20	Brakeman.	
West of Mandan	3 20	.32	.32	3 20	.32	Conductor.	
Mandan	2 20	.22	.22	2 20	.22	Brakeman.	

SNOW PLOWS—BUCKING SNOW.

	Actual service per day of 10 hours or less.	Overtime per hour.	Passenger. Per Month.	
East of Mandan	\$3 50	.35		Conductors.
Mandan	2 50	.25	\$60 00	Brakemen.
West of Mandan	3 50	.35		Conductors.
Mandan	2 50	.25	65 00	Brakemen.

ARTICLE I.

Overtime for trainmen on regular trains will begin when the schedule time of train is exceeded one hour. When schedule time of train is exceeded one hour or more, overtime allowed will include the first hour's delay. When the schedule time of a train averages more than ten hours for 100 miles or less, overtime will be paid according to this basis—ten (10) hours. In computing overtime, thirty minutes or over will be counted as one hour after the first hour's delay.

ARTICLE II.

Trainmen will be called, as near as practicable, one hour before the leaving time of trains. The caller will have a book in which the trainmen will register the time they are called, signing their names.

ARTICLE III.

Trainmen held waiting for trains beyond the time train was specified to leave, will be paid for each hour held at rate paid for overtime, provided train is held an hour or more.

ARTICLE IV.

When trains for which men have been called are abandoned, men will be paid for time held, between time they were specified to leave and time train was abandoned, at schedule rate for overtime per hour, or fractional part over thirty minutes, but in no case trainmen will receive pay for less than one-quarter of a day, and stand first out.

ARTICLE V.

The time of extra or wild trains will be com-

puted on a basis of ten hours for 100 miles or less, all allowances made to regular trains will be made to extra or wild trains.

ARTICLE VI.

Sanding or cleaning stock cars, loading or unloading stock, or waiting for the same, will be paid for in all cases on a basis of overtime at schedule rates, except when done by worktrain crews, and time-train crews, so employed, will not be considered or paid for, except as stock loading.

ARTICLE VII.

Trainmen on work-trains will be paid for one day, twelve (12) consecutive hours, or less, more than twelve (12) hours will be paid for as overtime, at work-train rates.

ARTICLE VIII.

Conductors on work-trains will be paid at the rate of \$3.00 per day east of Mandan, and \$3.20 per day west of Mandan, for twelve (12) consecutive hours or less, including Sundays. Brakemen on work-trains will be paid at the rate of \$2.00 per day east of Mandan, and \$2.20 per day west of Mandan, for twelve (12) consecutive hours or less, Sundays included.

ARTICLE IX.

Trainmen assigned to snow-plow service will be paid for one day, as per freight train schedule, for each twenty-four (24) hours held in readiness to use. Where assigned to duty on the road and run over district or division, they will be paid for mileage made at schedule rates.

ARTICLE X.

When snow-plow crews are in actual service bucking snow, they will be paid: conductors \$3.50 and brakemen \$2.50 per day of ten hours—over ten hours per day will be paid for at the same rate per hour,—but Superintendent will select the men for this service without regard to turn. This applies to actual snow-bucking, and not to running over any district ahead of a train.

ARTICLE XI.

Freight trainmen deadheading on their respective divisions will be paid full freight train rates for such service.

ARTICLE XII.

Trainmen or yardmen when deadheading on company's business will be paid at schedule rates one day or 100 miles for each calendar day. In no case will less than one day be allowed, when no other services are performed. When held as witnesses for the company, trainmen and yardmen will be paid schedule rates, one day or 100 miles for each calendar day, necessary allowance for expenses will also be made when off their respective divisions. Time held attending court to be certified to by company's attorney.

ARTICLE XIII.

Trainmen on runs of 100 miles or more, when

required to do switching at terminals, will be paid for such service at schedule rates for overtime.

ARTICLE XIV.

Dates will change at 12 o'clock midnight, the same as calendar dates, and two runs on the road commencing on separate dates will be paid for at not less than one day for each run, provided no other run is made on that day.

ARTICLE XV.

Freight trainmen running over district, Livingstone to Helena, Logan to Butte, Helena to Missoula, Missoula to Hope, and Ellensburg to Tacoma, will be allowed twelve miles constructive mileage for mountain service. Should the company deem it advisable to put on regular mountain crews between Livingstone and Bozeman, Whitehall and Butte, Helena and Elliston, Missoula and Arle (or Jocko,) Easton and Weston, they will be paid as follows: One round trip or less one day, three single trips or two round trips two days.

ARTICLE XVI.

The above allowances as per article xv, to apply only to mountain crews between the points named as terminals, and all miles run in either direction outside of limits named, to be paid for per mile at schedule rate.

Trips from Livingstone to Timberline and return, Bozeman to Muir and return, Helena to Blossburg and return, Missoula to Evaro and return, will be paid for same as round trip between the fixed mountain terminals; and single trips between the points mentioned, same as single trips between the fixed mountain terminals.

Trips to Livingston to Muir and return, Bozeman to Timberline and return, Elliston to Blossburg and return, Arlee to Evaro and return, Easton to Weston to Stampede or Martin and return, will be paid for as equal to a single trip between the fixed mountain terminals.

ARTICLE XVII.

Conductors will be promoted from the ranks of brakemen according to their age of continuous service on their respective divisions and their character and ability. Freight conductors when adapted to passenger service, will be promoted to passenger trains according to their ability and age of continuous service on their respective divisions. The question of ability and adaptation to be determined by superintendent.

ARTICLE XVIII.

Trainmen will rank from the date they are employed, and in the event of there being a surplus of men, the oldest in the service on their respective divisions shall have the preference of employment.

ARTICLE XIX

No more men shall be employed in the service than is necessary to do the work and earn a reasonable monthly average compensation at the schedule established, and whenever, in the judgment of the trainmen, there are too many crews, a committee of trainmen in good standing, employed on the division, may call the attention of the trainmaster or superintendent to such surplus of men, when the matter will be fully investigated, and, if conditions are found to warrant it, will be remedied; it being always understood that men will be retained under seniority of rights.

ARTICLE XX.

No trainmen will be suspended or discharged without proper cause, and in case a trainman believes his suspension or discharge is unjust, he may make a written statement of facts in his case, and forward to division superintendent, designating a committee of not less than three trainmen in good standing, employed on the division, to meet in conjunction with the superintendent of the division, and without unnecessary delay re-investigate the case, and prompt decision must be given in less than five days from the rehearing of the case. If the trainman is decided blameless he shall be immediately reinstated and paid for lost time at schedule rates for time lost on account of such suspension.

Trainmen charged with offenses involving either suspension or discharge, except in cases involving fraud or dishonesty will be advised of the offenses in writing. All parties concerned will be present at the investigation.

ARTICLE XXI.

Trainmen and yardmen will not be required to pay fines on account of breakages.

ARTICLE XXII.

After continuous service of sixteen hours or more, trainmen will be entitled to and allowed eight hours rest before being called to go out, provided they so desire and give notice thereof, except in case of washout, wrecks and other similar emergencies.

ARTICLE XXIII.

Freight trainmen not assigned to regular runs will run first in and first out on the district or division to which they are assigned.

ARTICLE XXIV.

Trainmen assigned to regular local freight trains on St. Paul division to be paid: conductors \$90.00 and brakemen \$60.00 per month for regular local runs, and will be paid overtime for mill work at Little Falls, and quarry work at Sauk Rapids: conductors 30 cents and brakemen 20 cents per hour.

Trainmen assigned to regular local freight

trains between Staples and Fargo to be paid: Conductors \$90 and brakemen \$60 per month. If run with two crews: Conductors \$95, brakemen \$65, or mileage and overtime.

ARTICLE XXV.

Trainmen assigned to regular local freight between Fargo and Jamestown to be paid; Conductors \$95 and brakemen \$65 per month to run six days per week, overtime after twelve hours.

Trainmen assigned to regular local freight trains between Sprague and Hope, conductors \$4.50 per single trip and brakemen \$2.80 per single trip. Overtime to be paid at ten hour basis for all over twelve and one-half hours making a single trip. The men on regular local crews between Weston and Tacoma to be paid \$95 for conductors and \$65 per month for brakemen. Overtime to be paid for after twelve hours, at rate of ten hour basis.

Trainmen assigned to regular local freight trains between Tacoma and Kalama, between Seattle and Tacoma, to be paid: Conductors \$100 and brakemen \$75 per month. No overtime to be allowed.

That freight train crews will be allowed full freight train rates of wages for handling passenger trains or passenger equipments.

ARTICLE XXVI.

When trainmen or yardmen leave the service of the company, they shall be given letters stating time of service, in capacities or capacity employed, and cause of leaving service. The said letters to be given them three days from application, provided they shall have worked on the division thirty days, to be signed by the division superintendent.

ARTICLE XXVII.

Transfer crews at Kalama to be paid as follows:
Yardmaster,.....\$90.00 per month.
Foreman,.....85.00 "
Night helpers.....2.50 per day.
Day helpers.....2.50 "

ARTICLE XXVIII.

Trainmen who have been discharged and who, upon further investigation, are found to have been unjustly dealt with, will be reinstated, provided the matter is settled within three months from the time such trainmen were discharged; otherwise if re-employed shall rank as new men on the road.

ARTICLE XXIX.

Trainmen leaving the service will be paid at the earliest practicable moment in full, less usual deductions which may be found against their pay and that they have accepted up to date of ending service.

ARTICLE XXX.

Yard foremen and switchmen west of Fargo in

following yards shall be paid the same rate of wages as are now being paid at Tacoma, viz:
Portland, Ellensburg, Spokane Falls
Seattle, Pasco, Missoula,
Tacoma, Sprague, Helena,
Livingston, Mandan, Jamestown.

ARTICLE XXXI.

The following general board of adjustment hereby agree for themselves and all trainmen yard foremen and switchmen, to do their part towards the faithful observance of this schedule and use every honorable means to avoid any cause for complaint.

ARTICLE XXXII.

Should any trainmen or yard crews violate any part of above contract, we would respectfully ask to be advised of the same, and will do all in our power to adjust the same.

NORTHERN PACIFIC RAILROAD CO.,

By M. C. KIMBERLY, General Supt.

(Signed) CHAS. ALEXANDER, Chairman.

JESSE HUXTABLE, Sec'y.

Approved:

W. S. MELLEN, General Manager.

The Telegraphers' Trouble.

The Brotherhood of Telegraphers in Omaha received encouraging news Tuesday morning when it was made known that Superintendent Baker of the St. Louis district had promised to reinstate all brotherhood men discharged. The St. Louis night force, it is said, sent a grievance committee to Mr. Baker and refused to go to work pending his reply. He replied in person, assuring all the men that no discharges would occur without a just and sufficient excuse being given. With this assurance the men returned to work. Mr. Baker also notified the Kansas City office not to dismiss any men for the reason that they were members of the brotherhood.

It is understood that all the St. Paul strikers together with the discharged men, were reinstated Wednesday.

There is nothing new in the Omaha trouble. All the discharged men are out yet, and thus far no steps have been taken to demand their reinstatement. Miss Harker was dismissed Tuesday by the Western Union, and it is alleged that her discharge was owing to some remarks she made in sympathy with the brotherhood, although she is not a member.—*Railway News Reporter.*

Bro. Chas. Culross of Laramie Division No. 142 has been appointed train master of the 7th and 8th districts of the Wyoming Division of the U. P. railway. Charles is one of the "get there" sort and will fill his present position as well as he did that of conductor.



Employer's Liability.—Railway employes generally know little and think less about the responsibility of the company for damages growing out of accidents or injury to them. Therefore, to be forewarned is forearmed, and those who read the following will know just how far they are interested, and just what to do in case of accidental injury, etc.

First. A company is liable for injury to the employé, incurred through the direct negligence of the company, or that of its manager, to whom it has committed the work. If there are special risks not apparent, the company must fully notify the employé thereof, or be responsible for any injury.

See held in *Wonder vs. R. R. Co.*, 32 Md., 411; *Paulmier vs. R. R. Co.*, 34 N. J., 451; *Lanning vs. R. R. Co.*, 49 N. Y., 521.

Second. It is the duty of the employer company to provide safe buildings and machinery, to make itself familiar with all defects in them, and to guard against and prevent any defects from which increased and unnecessary danger may occur; and if it fails to do this, or give its employes full notice of the danger, it is liable for any injury resulting therefrom to them.

Patterson vs. R. R. Co., 76 Pa. St., 392; *Harrison vs. R. R. Co.*, 31 N. J., 263; *Man'fg Co. vs. McCormick*, 118 Pa. St., 519; *Ford vs. R. R. Co.*, 110 Mass., 240; *Goodfellow vs. R. R. Co.*, 106 Mass., 461; *Gilson vs. R. R. Co.*, 46 Mo., 163; *Greenleaf vs. R. R. Co.*, 29 Iowa, 47, and *Baker vs. R. R. Co.*, 95 Pa. St., 211.

Third. A railway employé assumes such risks only as are incident to the work from causes open and obvious, and which he had an opportunity to ascertain, but it is otherwise when the causes are concealed and unknown to him. And even when he may know of defects, if he did not know they were dangerous he may recover damages. In such case, if the company fails to give him suitable notice of the danger, it is liable for any injury resulting therefrom.

Gildersleeve vs. R. R. Co., 33 Mich., 122; *Muldowney vs. R. R. Co.*, 36 Iowa, 463, and *Patterson vs. R. R. Co.*, 76 Pa. St., 389.

Fourth. A railway company is liable for damages to an employé for an injury resulting from the negligence of a fellow employé, unless the company can show that it had used due care, by inquiry or otherwise, before employing the negli-

gent employé, and that it had no notice of his unfitness until the injury complained of had occurred.

R. R. Co. vs. Decker, 82 Pa. St., 119; *Weger vs. R. R. Co.*, 55 Pa. St., 460; *Hard vs. R. R. Co.*, 32 Vt., 473; *Wright vs. R. R. Co.*, 25 N. Y., 562, and *Wabash K. R. Co. vs. McDaniels*, 107 U. S. 454.

Extra Fare—Absent Ticket Agent—Expulsion—Conductor's Authority.

Where a passenger sought to buy a ticket at the ticket office, but could not, because the agent had left the office, and gone to meet the train, then standing at a water tank some 200 feet away, and the passenger refused, wilfully and captiously, to pay the conductor 25 cents in excess of the regular fare, and take a rebate check, (the requirement of the conductor being in accordance with his instructions, and having the sanction of the railroad commission of the state), and this refusal being persisted in by the passenger until the train was stopped and said passenger ejected.

Held, That the conductor was authorized to put the passenger off the train, and for such act no liability for damages are due.

Harrison vs. Fink, U. S. C. C., Ga., 42 Fed. Rep., 787.

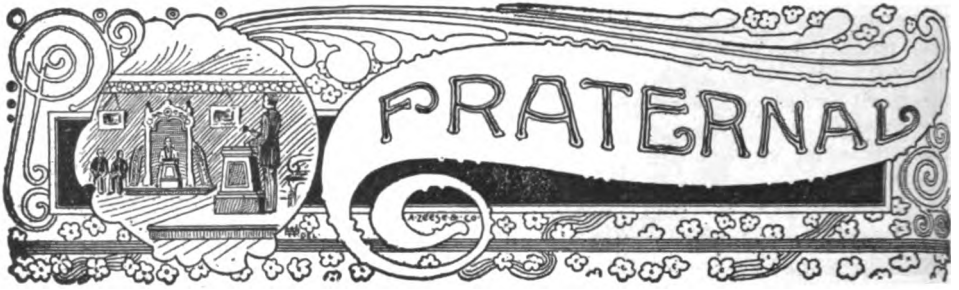
NOTE.—This would seem to conflict with the decision in case of *R'y Co. vs. Dwelle*, recorded in last number of THE CONDUCTOR, but for the fact that the court rules that it was the duty of the ticketless passenger to pay the excess and receive a rebate check for the amount paid in excess of the regular fare.

Carrier of Passengers—Conductor's Agreement—Failure to Keep.

Action for damages. Plaintiff applied to the defendant's ticket agent for a ticket to go on the limited train to a certain point on the line. The agent refused to sell her such ticket, because the limited train did not stop at that point. Plaintiff then applied to the conductor, who told her to get on the limited train without a ticket, and that he would let her off at her destination. This agreement was not kept by the conductor, and she was carried to the station beyond her destination. It was proven that another daily train was accustomed to stop at her place or destination. On appeal,

Held, That plaintiff had sufficient notice that any agreement the conductor might make to put her off at the place she named would be a violation of the rules of the company, and no recovery in damages can be had of the company because of the conductor's failure to keep his agreement.

Alabama G. S. R. Co. vs. Carmichael, Ala. S. C., Aug. 19, 1890.



VICKSBURG, MISS., Oct. 22, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Having been appointed correspondent of Vicksburg Division 231, I shall, from time to time, endeavor to portray in beautiful figures of speech, the flourishing condition of our "Hill City" Division. Our membership is steadily increasing. There were eight new members for initiation at our last meeting, and several applications for membership.

There have been several changes made in our division of late. Our past Grand Chief, John T. Savage, a worthy officer, and an honor to our division, having been appointed assistant superintendent of the Riverside division, L. N. O. & T. R. R., was compelled to resign his services as an officer, on account of arduous duties. Brother John T. Paul was then chosen as our Chief, but he was appointed train master of the Memphis division, and could not attend regularly, so he resigned, and at last, but not least, Brother A. J. Howard was selected, and all are unanimous in pronouncing Brother Howard as a man well fitted in every sense for the position. Generous, upright and faithful to the interests of the Order. As an orator, Brother Howard is always fully equal to the occasion, and to appreciate the soundness of his logic, you only need to hear him.

Below I give a partial list of the officers of Division 231 and their addresses:

C. C.,	Alvin J. Howard,	Washington Hotel.
A. C. C.,	R. T. Powell,	" "
S. C.,	B. T. Laurence,	" "
J. C.,	John A. Morris,	" "
Sec.,	A. L. Jaquith,	207 Walnut street.

Brother Howard is now absent as a delegate to the Union meeting in Atlanta, Ga.

For Brother Savage and Paul we predict much success in their new avocations. Brother Savage is one of the rising railroad men of the day, and we will not be surprised to see him take other steps of advancement, i. e. Brother Paul.

The following are some of the Brothers employed on the Miss. Valley route, L. N. O. & T., New Orleans division: Chas E. Gore, Geo. L. Gurley, J. R. Hawkins, M. H. McIlvaine, A. L. Williams,

John Sherrin, Clinton Davis, John A. Morris, T. P. Hansard, W. H. Bellinger, W. Settoon, D. Hoke, E. Gaynor, J. C. Broad, John Ham, D. Morgan.

Memphis and Riverside division: J. C. Pritchett, W. H. Holden, A. Rials, J. C. White, T. P. Coburn, A. J. Howard, W. W. Word, H. B. Paul Chas. Gilmore, C. E. Clark, J. C. Wilson, T. A. Faulker.

Mr. T. P. Bellows, Chief Engineer of Division 281, B. L. E., has been appointed train master of the New Orleans division, with headquarters at Vicksburg. Mr. Bellows merits the esteem of all that come in contact with him—a true gentleman of the old school, courteous alike to the old and the young, the rich and the poor. In his official career, he has the good wishes of all the transportation department under his charge, and we bespeak for him much success. His experience as a railroad man is such, as to fully qualify him for the position. More anon.

Yours in P. F.,

VICKSBURG.

CLEVELAND, O., Oct. 26, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Federation first, last and all the time, is what we want and what we must have. During the latter part of the present month, I have been through several of the southern states, and have made it my business to see and talk with a great many railroad men, in all branches of the train service, and I find that almost 90 per cent. want a General Federation of the six orders, i. e., B. of L. E., B. of L. F., B. of R. C., O. of R. C., B. of R. T., and the S. M. A. A., and some even go further than this and advocate taking the O. of R. T. and the Train Dispatchers, and after looking the matter over from every side, I have come to the conclusion that they are nearer right than any of the rest. In union there is strength, and that is just what is required at the present time. We all know that there is a federation already formed among four of the orders. See what benefit has been derived on some systems where they have been called on.

Now the point is right here, if four organizations can do what *we know* they have done, what would be the benefit derived by a federation formed by six, and possibly eight orders. Brothers, this is something that interests you all and a thing that you must all stop and think about, and talk about. It is a matter that cannot be fixed in a day, no, nor a week; it must be brought before the division and thoroughly discussed by everybody and from every stand point imaginable; every member ought to express his own views on it, but one thing sure it must come sooner or later. As to the plan, I have none to offer and will leave that to those that are better able to do such work, hoping to see this matter thoroughly discussed through THE CONDUCTOR.

I remain yours ever in P. F.

O. W. POMEROY, Div. 134.

ALLIANCE, O., Oct, 30, 1890,

DEAR SIR: Brother R. S. Kaylor, past C. C., of Division 177, has been lying very low with typhoid fever, so low at times that hope has been despaired of, but Providence and good nursing have finally brought him out of danger. Those who attended the session of the Grand Division at Denver, will remember Brother Kaylor as the delegate from Division 177. He was also chairman of the A. G. Black monument committee some two years ago. Brother Kaylor has proved himself a model worker for the Order, and may he be spared for many years to come, is the wish of all who know him.

Yours in P. F.,

F. M. FOSTER,

Correspondent Division 177.

YOAKUM STATION, Texas, October 18, 1890.

Editor Railway Conductor:

In my letter of recent date, I was glad to note the improved condition of the Railway Conductors as well as other departments of the train service. Strength created by unity is the sequel working out affluence, respect and progress. As I rise in my recollections of the past, I experience a sadness and not manly to confess of our days of bondage. The times are to all that is joyous and even cheerful. In a union meeting held on the 8th and 9th inst. in our quiet little city, for the purpose of making known a grievance, consisting of a violation of our contract, the company giving it a different interpretation than the conductors, we were pledged the unanimous support of the engineers, firemen, brakemen and switchmen. After singing "Blest be the tie that binds," and the doxology pronounced, we adjourned.

Results, the following will explain tie up of all

trains except passenger, after 7 a. m. the following day, providing the receivers were not at Yoakum to confer with committee. No receivers came, so no trains run after that hour. In the evening they arrived from San Antonio by special train. We then held a consultation and all settled to our satisfaction. So the true and brave by the wayside, who were miles from the seat of discontent, received the cheering intelligence that all is well and to continue onward with your trains, though not to forget the lesson taught by this, our first experience. This world was not made for Caesar, but for you and I, and better be chained to the oar of a Spanish galley than retrocede. God bless us? Peace and harmony are now telling factors, as we do duty while the company experience the heaviest business ever done. I close, regretting that Brother Clark and members of the Supreme Council who were so near at this time failed to avail themselves of a reception, if they had come, not soon forgotten.

Heaven bless and prosper the train service is the prayer of

Yours truly in P. F.,

E. H. HÖHNE.

Editor Railway Conductor.

DEAR SIR:—If in your judgment it would in the least interest your many readers, I would like to give you a few notes of a recent trip made over the B. & M. road from Omaha, Nebraska to Denver, Colorado, and to express my satisfaction and pleasure in the trip, and with the road and its appointments. Our train consisting of one coach, two chair-cars and two sleepers, all well filled, pulled out of Omaha at 10:20 a. m., October 17th, a bright clear day. From the coach windows a fine bird's-eye view of the city of Omaha, with its factories, business blocks, and fine residences on many hills is afforded, making a pleasant picture of American life and industry. I should think this road must run through the best portion of Nebraska, and touch its best towns. But I have no intention of describing the state as that has been done many times by abler men than myself, and the public are well informed in regard to it, so I shall confine myself to the road and its equipments, and the men in charge of its trains. Owing perhaps largely to the small amount of rain fall and consequent dryness of soil, it has been possible to secure a magnificent road-bed solid and smooth as iron rails can be made, thus affording the first essential for good time and comfortable travel. I think that on this track the engineer could let his pet out to her full capacity with little or no fear of her taking the ditch. Now add to the splendid track the very best of

coaches, chair-cars and sleepers, all kept in the best possible order and every modern appliance for comfort furnished, and it would appear as though all the requisites for a pleasant journey was placed at your disposal. Now, as a final attraction on this splendid road-bed and as nearly as possible perfect equipments, place a thoroughly competent and gentlemanly conductor with able assistants as brakeman and porter, (right here I want to say that in all the traveling I have done, which has been considerable in the last ten years, I have found but two or three conductors who were not gentlemen in the best and highest meaning of the word,) who are always ready to answer questions and impart information, pleasantly and apparently are on the watch for opportunities to add to the comfort and convenience of passengers, and it appears to me you have approached about as near to the ideal means of traveling as it is possible to come under present limitations of human knowledge and skill. All this I found on the B. & M., and feeling entirely confident that the traveling public will endorse my opinion, I confidently recommend this route to all who wish to visit the mountain regions of the country.

Respectfully,

W. F. DANIELS.

P. S. Before leaving this subject I want to return a vote of thanks to conductors J. L. Rathbun and G. D. Tarr, of the U. P. R'y; S. A. Rathbun and E. R. Young, of the D. & R. G. R'y; and N. D. Alward, of the B. & M. R'y; also one conductor on the D. & R. G., whose name has escaped me, for the efforts they made to render my visit to Denver pleasant and agreeable.

W. F. D.

PARKERSBURG, W. Va., Oct. 29, 1890.

Editor Railway Conductor:

Seeing nothing in CONDUCTOR from Division 181, and not being able to attend meetings and do not know what has become of our correspondent, will try my hand. The first on docket is a reward for Division 181's correspondent who is lost, strayed or stolen, and his return will be liberally rewarded. The conductors on the B. & O. S. W. are all O. K., all at work and making big time, also our superintendent has not forgotten the brakemen, as there has been quite a demand for conductors, there has been eight or ten of them given trains to run. Also our M. of M., Mr. Evans, has not forgotten his firemen, and quite a number of them have been given (hop) engines to run and all doing well. Division 181 O. R. C. is in flourishing condition with 52 members all in good standing and all employed as conductors except

Brother Wm. Cherrington, who has left the rail and gone into his old business as photographer. He is now located somewhere in Washington, and Brother T. A. Taylor who runs a hotel in Portsmouth, Ohio. And score one more for Division No. 181. Brother C. H. Howard has been appointed train-master for the B. & O. S. W. with headquarters at Chillicothe. Brother Howard will be remembered by many who attended the Denver convention, as he was delegate from this Division to Denver and Toronto. Brother Howard has been in the service of this company for twenty-five years as operator, train-dispatcher and conductor; this is a well-earned promotion, and he has the best wishes of Division 181, and the boys have joined in with him to make his new line of business a success, and help him all that is in their power. Brother Howard's many friends join in with the boys to wish him all the success in the world. Billy Galligher has taken Brother Howard's run, Brother Murdock comes to the front on Galligher's runs which is the owl, and has increased in weight since Brother George Hitisman is next man on docket for passenger run. Well I am sleepy after a run of two-hundred miles, so if this does not make you tired, find place in CONDUCTOR for it. More some other time.

B.

Editor Railway Conductor:

It has been sometime since we have seen any communication from Division 162, we wish therefore to remind the members of the Order that 162 still lives and prospers with a membership that will raise the beam of prosperity at 160 members, and with the assistance of the ladies of the auxiliary, expect to, by the first of May, go 10 per cent higher. Those good ladies have taken no small interest in our welfare, which was more particularly shown at their late snipping party when they graciously presented a worthy Brother of 162 with a nursing bottle loaded to the muzzle with the elixir of life. We trust the Brother will use the beverage to the best interests of the Division. Another noticable feature of the gathering was the presenting of another Brother with a cake, the principal ingredients of which was composed of colored babies, and all on his, the Brother's highest bid of 45 cents. We also noted Brother Max was raising an elegant crop of autumn whiskers. Brother Post has been traveling on the Pacific slope. He gives us a glowing account of the wild and woolly west where railroading and card-playing is the principal recreation. Brothers Rielly and Bingham are opposed to Sunday labor but do not hesitate to turn over tons of musty

Division records to ascertain the expenses of a previous frolic, and all this while our worthy Brother, Secretary (Lewis), looks on in wonder finally informing the delvers that he had the papers in question in his little desk. Brothers Manahan and Jones, we understand, are busy making up a slate for our coming election of officers. Brother Galligher does not feel justifiable in voting, on account of his youth. We trust he will be of age by our next election. We hope in the meantime a sufficient number of voting members will attend the Division meetings as will in future prevent thirteen members from voting any additional money out of the treasury. If the editor will kindly find room in THE CONDUCTOR for this nonsense, the writer will not give the Brother's name who was presented by the ladies of the O. R. C. with a cotton cake.

LISTENER.

WEST FARNHAM, Nov. 2, 1890.

Editor Railway Conductor:

DEAR SIR: Just a few lines this time. We held our regular meeting on Oct. 19th; a fair number were present. We should have had a larger attendance, only a few were detained by illness. We put in a good day's work initiating two members, Brothers Cooney and Hillman, besides transacting other business. There are two or three more applications ready which will receive our earliest attention. Brother John Hardy from Lowell, Mass., who was on his way west and who is also a member of this division, was present and rendered valuable assistance. We are sorry to lose John as he takes a great deal of interest in everything pertaining to the Order. Whoever goes to St. Louis next May will most likely meet him, as he intends to be present. John had a great many friends to visit before leaving Montreal. Our worthy Secretary and Treasurer, Joseph Moreau was chosen delegate to make a little visit to North Bay, he starts tomorrow, the 3d. Good-bye, Joe, and good luck.

I had the pleasure of meeting Brother Wilkins while he was in Montreal. We partly expected that he would give Division 80 a call before his return. I hope the day is not far distant when we shall receive a visit from one of the grand officers; we will do all in our power to make their stay a pleasant one.

I notice an article in THE CONDUCTOR of Oct. 15th from Brother Latimer, of Division No. 180, on the insurance question. Although I am not a member of the Beneficiary Department, I can plainly see that every one ought to join, especially those who have families depending upon them. I fully intend becoming a member as soon as possi-

ble; but heartily agree with Brother Latimer as regards total disability. Whenever a member becomes totally disabled from performing his duties as a conductor, he should receive the full benefit of his insurance. This article of Brother Latimer's is well worthy of perusal by every member of the Order.

A new time card—winter arrangement—takes effect to-day. Few changes have been made that I am aware of. Two or three suburban trains have been cancelled and that is about all. Business, upon the whole, is very good, and all the crews are kept busy. I am pleased to state, that Brother Whitney has been steadily at work holding down his old run. Hope he may continue.

Since my last letter to THE CONDUCTOR, Brother John Cunningham has been presented with a son and heir. Mrs. C. and boy are doing well. John is the happiest man on the Atlantic division.

Yours in P. F.,

F. G. MARTYN.

TOLEDO, Oct. 28, 1890.

Editor Railway Conductor:

For the first time in many moons, Toledo Division No. 26, looms up from the silent darkness to give you and her many friends to understand although we have been silent as to any articles in THE CONDUCTOR, we still exist, and we are just egotistical enough to think "we shine" where others fail.

The most important question that interests the members of Toledo Division at this present time, is, how shall we manage or arrange to get our annual meeting here in Toledo in 1892.

We would ask that all consider this matter and give it their attention.

Toledo Division has nearly one hundred and seventy-five members, and as to its work, will compare favorably with most any division in the country.

The B. of R. C. has located their headquarters here, and while they are not making any particular progress in numbers as we can learn, they are working hard for prominence, and Mr. Howard leaves no stone unturned whereby he can give the Order a "black eye," which all can see by watching the papers.

At an open meeting in Saginaw, some two or three weeks ago he talked so shamefully against the Order and its members that all the brothers of the Order left the hall. The majority of our citizens here in Toledo think that the B. of R. C. and O. R. C. are one and the same thing, and I believe they (the B. of R. C.) would rather have them think so to swell their numbers. Now Toledo Division wishes to dispel this thought, and

nothing will do it more effectually than for divisions to instruct their delegates who go to St. Louis next May to vote for Toledo for next annual meeting.

We have had talk with our newspaper men, our business men, city officials, and some of our railway officials, and they say they will do all in their power to make it a success. We ask all concerned to study well the advantages of Toledo as a place for bodies of this kind to meet. As a railway center it is second to none in this country.

Look at the map and see the intersecting lines of railway that center at Toledo. Come to Toledo and see the advantages she has. We will show you one of the greatest and best convention halls in this country.

Our hotels are of the best, and can accommodate legions, I might say, and we assure you rates satisfactory to all.

And as to the hospitality of our citizens, there can never be enough said in their praise. Ask of those who have been entertained in our city. They never do anything by halves. Look at our manufacturing interests. It would be well for any one looking for a place to invest their money, to come to Toledo before locating elsewhere.

I might go on for pages and show the advantages of our city, but will not at this time, but later on we will give you a more thorough illustration of what we want, and "why we want" the next annual meeting after St. Louis.

Yours in P. F.

M. A. L.

OCTOBER 28, 1890.

Editor Railway Conductor:

I am induced to write the following by hearing two good Brothers quarreling and swearing over a run, which one had and the other claimed as his by seniority. One of the teachings of the the Order is brotherly love.

Do we as Brothers realize what there is in this word "love?" It can be divided so as to cover all the peculiarities that we as conductors ought to inculcate.

I will mention among such, patience, kindness, generosity, courtesy, selfishness, good temper and humility.

Be patient. Our duties are of such a nature that sometimes we are sorely tried by angry passengers and also by men of our own calling infringing on what is, or we think is, our rights. In all such cases be patient, and if angry with a Brother think of the "love" we should bear toward each other.

Kindness. Have you ever noticed how happy a person looks after doing an act of kindness? Or

have you ever felt what a joyous thing it is to do a kind thing to some fellow being for the love of doing good? What is kindness? It is "active love." Christ when upon earth spent a great portion of his time simply in making people happy, and it will make us better and happier if we follow the example and do good at all opportunities. Kindness begets love.

Generosity. "This is love in competition with others." Whenever you attempt to do a good thing you will find other men doing the same kind of work, and probably doing it better. If so, do not envy them, for envy is a feeling of ill-will to those who are in the same line as ourselves, and how can we live up to the standard of brotherly love if we envy every good thing done by a Brother, or covet his position, even if we should be a few days older in the service of the company?

Courtesy. "This is love in society." My Brothers, I do not think there is a class of men on earth that are more courteous than the railway conductors, but there are many instances where it is not given through love or kindness, but from force of habit. We can take the most uncultured person we can find and he has love in his heart for brother man. He will not behave himself unseemly in the highest society. We all know the meaning of the word gentleman. It means a gentle man—a man who does things gently, with love. The gentle man cannot do an ungente-manly act, no matter how untutored he may be.

Unselfishness. I am afraid I cannot do this justice. There is nothing that I know of that is so dominant, not only with conductors, but with mankind generally, as this one thing selfishness. St. Paul says, "Love seeketh not her own." Yet I do not think we are to give up that which rightfully belongs to us, but not to crave or seek a thing to the detriment of a Brother. It is a grand thing to be unselfish. Was there ever a man that was happy in the possession of anything that he, through selfishness, procured from another? "There is no happiness in having or getting, but only in giving." Christ said, "It is more blessed, it is more happy, to give than to receive."

Good temper. "Love is not easily provoked." We are inclined to look upon a bad temper as a very harmless weakness, but the Bible speaks of it again and again as a sin, and condemns it as one of the most destructive elements in human nature. We all know men who are all but perfect and women who are lovable in the extreme, and would be entirely perfect, but for the ease you can ruffle their temper. The compatibility of ill-temper, especially with a high moral character, is a sad thing to contemplate. I have known men who were leaders in society, who were consid-

ered the essence of purity by their friends, but, alas! in their homes all was sadness and sorrow, caused by an evil temper. No form of vice, not theft nor drunkenness, can do more for embittering lives, destroying friendship, devastating homes and demolishing brotherly love, than an evil temper. In short, for a misery-producing power this influence stands at the head. And in connection with this let me say, that a great number of the people of this country, and a great number of railroad men, too, think that it is impossible to be a successful railroad man unless they swear and blaspheme, and I am sorry to say there are many conductors who are not exempt from this abhorrence; and why is it? I know men who scarcely speak a word unless accompanied with an oath. If they only knew how badly it sounds to persons not of their turn of mind, and how people generally condemn them for it, I think they would guard against it, and they *can* stop it if they wish, as there are not many who will swear or use bad language in the presence of ladies; then why do so at any time? What are the ingredients of ill-temper? Jealousy, anger, false-pride, uncharity, cruelty, self-righteousness, touchiness, doggedness and sullenness. All these things must be guarded against in order to relieve us of ill-temper. Temper is significant; it is not in what it is alone, but what it reveals. A want of patience, kindness, generosity, courtesy and unselfishness are shown in one flash of ill-temper; hence to guard against it entirely, we must go to the source, change our natures in a manner, instill love within our hearts, love for each other, and then the angry humors will die away of themselves.

Humility. "Put a seal on your lips, do not vaunt the good you have done." You should do good, but after so doing say nothing about it. There is no good, kindness, or charity, when bestowed, expecting notoriety therefrom

Yours in P. F., W. B. P.

OCTOBER 18, 1890.

Editor Railway Conductor:

DEAR SIR AND BROTHER: Brother D. F. Knebles and myself are in this hot climate of the Island of Cuba, and we thought it would do some of the members good to hear how they used the natives down here. We had an accident on the 14th and nine men were killed, some of them being badly mangled. To see or to hear how they were buried is awful, and I think we ought to thank God that we have a nation where civilization prevails, and that is the land of the O. R. C.

The people here buried the victims with their boots and old ragged clothes on, not even wash-

ing the dirt from their faces. They put them in a box and never uttered a word of prayer over their poor remains. Now, my Brothers, we ought to be thankful that we have a better land than this to go to; and just as soon as our time expires in this climate we expect to go home to the land of the free, where we can express ourselves to our dear Brothers in that little Division No. 204. Brothers, we are not compelled to stay here, but when a man is making big money he can stand an awful lot of punishment.

Write us a few lines and let us know how the wind blows. Our address is: Care the Juragua Iron Co., Limited, Santiago de Cuba, Island of Cuba.

Yours in P. F.,

GEORGE F. MILLER,
Quaker City Division 204, O. R. C.

BATTLE CREEK, Mich., Sept. 27, 1890.

Editor Railway Conductor:

I have sixteen names for THE RAILWAY CONDUCTOR, and I am going to have four more. I believe nearly every member could get up a club of ten at least, by going to the people they trade with. For instance, among the sixteen names I have there are two dealers in boots and shoes and two in ready-made clothing; the others are druggist, insurance, dry goods, physician, paints and paper, meat market, grocer, barber, undertaker, coal dealer, hardware and jewelry. So you see it is easy for a man to find at least ten with whom he does business, that would feel it to their interest to subscribe simply to please him. And I think if we take an interest in it we can furnish them a magazine that will be of interest to them as well as to us. I think more incidents in the life and travel of railway men and tourists would make the journal more interesting to all.

N. E. R.

The wise men of this locality are amusing themselves in controversy over the information that Mr. Dock Flanders, the time-honored and estimable conductor on the U. N. railroad, has just closed a purchase securing some real estate in the re-baptized Idaho Falls. Some hold that Dock is going into beet and rye growing. Others say he contemplates erecting a peaceful residence and, joining hands with his Butte darling, retire from railroad life. Practical experimenters say they are sorry Dock didn't settle in the salubrious vicinity of Market Lake, Willow Creek or go a little farther south to the county seat, Blackfoot. Sorry when we see Dock stand in the center like a weather-cock figuring on the expense of building a fence to keep the white sand in the lot and around his beets and rye at Idaho Falls. Perseverance Dock.—C. O'LABRATH, in *Idaho Herald*.

"Dock" is registered as "O. A." on the books of Div. 209 and THE CONDUCTOR trusts that he may be as successful in all things as he has in the railway service, should the predicted change occur.



FRANKFORT, Ind., Oct. 26, 1890.

Johnny F., the only son of J. L. Haselton, who after a short illness of the dread disease, diptheria, died at the home of Brother B. F. Haselton, his uncle, Frankfort, Indiana, October 17th, aged 14 years, 11 months and 14 days.

At the regular meeting of Clover Leaf Division, No. 254, held October 26, the following resolutions were adopted:

WHEREAS, It has pleased the Great Ruler of the universe to remove by death the beloved son of our esteemed Brother, J. L. Haselton; be it

Resolved, That we Brothers, do most sincerely sympathize with him in his hour of bereavement.

Resolved, That these resolutions be placed upon the records of our division, a copy sent the bereft father, and to Brother B. F. Haselton and family and to THE CONDUCTOR for publication.

C. A. HOWARD,	} Committee.
H. J. HILL,	
J. GILPIN,	

Man, while in youth's happy morning,

When the world seemeth sunny and bright,

In the song of each bird hears a warning

The brooklets are whispering, night.

For time follows closely behind him,

And hurrys him half out of breath

And the gathering glooming will find him

In the valley and shadow of death.

Ed. F. O'Shea, commercial agent for the Southern Pacific with headquarters in this city, died at his home at 32 Lincoln avenue, October 15th, at the age of 30 years. Ed. F. O'Shea, it will be remembered, was grand secretary and treasurer of the Brakeman's Brotherhood and editor of the *Brakeman's Journal* from 1883 to 1890, when he resigned to take the western agency for the Massachusetts Mutual Benefit Association, with office in this city. About two months ago he gave up the insurance business and took service with the S. P. Railroad.

Wholly without experience he took charge of the brotherhood and it stands to-day a monument to his memory. His ability as a writer soon brought the *Journal* to the front, and it is now second only to the organ of the locomotive fire-

man, which is edited by the brilliant and dazzling Debs. Anything we might add would fall short of the estimate placed upon him as a gentleman by those of us who knew him best.

At the time of his death another brother, Henry lay unconscious with the same disease, typhoid fever. On the 21st of the same month he too passed away without even knowing that his brother had gone before him. Henry was but 21 years old and had recently came to Colorado from Galesburg, Ill., where he had been time-keeper for the trainmen on the Burlington for some time. We can pay him no higher compliment than to say he was like his brother Ed. Less than three months ago these young men stood by the grave of their father, so it will be seen that this is the third time the four brothers, their sister and mother have been called to look for the last time in this life upon the pale gold face of some one in this short space of time. The remarks of Father Malone at the grave of these young men, the words of cheer to the sorrowing friends and the beautiful picture of the meeting on the other shore was good to listen to.—*Western Railway*.

PLEASANT HILL, Mo., Oct. 27, 1890.

Editor Conductor.

DEAR SIR AND BROTHER: It becomes my sad duty to send you the unwelcome news of the death of Brother Albert Goodspeed, of Kaw Valley Division, No. 55, killed while in the discharge of his duty, at Japlin, Mo., October 19. He was in the employ of the K. C., Ft. S. & M. Ry at the time.

Kaw Valley Division, No. 55, has lost one of her best and most consistent members—steadfast and true to the highest principles of the Order, a friend to all good and true men. We mourn him as a friend and Brother of the highest type; and to the bereaved wife, father, mother, sisters and brother of Brother Goodspeed we, as members of the Order of Railway Conductors, send most sincere sympathy in their sorrow.

Yours in P. F.,

J. ASHLEY.

S. and T. Division 55.

At a regular meeting of Syracuse Division No. 155, held Sunday, October 19, 1890, the following resolutions of high esteem and respect were unanimously adopted upon the sad death of Brother Charles C. Hanna:

Our relations like many others with our departed Brother were most intimate and friendly, and we acknowledge our inability to do justice to his noble life and spotless character. He was as simple hearted as a child, brave and noble in every impulse and possessed of strict integrity, and to-day we cannot speak of him without regret, for standing as it were by his grave and in the presence of eternity, we are allowed to know how tenderly he observed the sacred ties of domestic life. He was not what we call a devout man, and yet he was a reverent one, believing that the great Law Giver is the Creator and Father of us all. He was ambitious and proud of his calling, performing in the fullest degree every duty required of him in his sphere of life. He was absolutely peerless in his actions and bold in the expression of his opinions, yet attentive and respectful to those with whom he differed. He was scrupulously honest and conscientious in all things, faithful to his friends, yet just to his opponents—enemies he had none. Though his call was sudden and unexpected, we fully believe he was ready and willing to pass the line dividing this world from the next. He always impressed us as a man who felt that he had done his duty and who could when the dread summons came stand erect in the presence of his Maker with open heart and clear conscience. He was the perfection of a husband and parent and his love and devotion to his wife and children approached idolatry. What more is needed for us to say? He has received his last summons, and the unseen hands of the silent messenger have conducted his departed spirit through the thick darkness of the night and along the mysterious ways that lead to the gate of immortality. We will see him, hear him, know him no more, except in memory. He has answered his last call, signed his last orders, made his last report, and for him there is no more toil, anxiety or vexations. His work is finished and he is ready for his crown of glory. Let us take up the lesson and so improve or present opportunities that we also may be assured of a blessed immortality.

Resolved, That in the death of Brother Chas. C. Hanna this Division laments the loss of a Brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the Order, and a true member, whose utmost endeavors were exerted for its welfare and prosperity; a friend and companion who was dear to us all; a citizen whose upright and

noble life was a standard of emulation to his fellows.

Resolved, That to his bereaved wife and children our sincere sympathy extends, more especially in consideration of the sudden manner of his removal.

Resolved, That a copy of these resolutions be sent to the wife and children of Brother Hanna, recorded in the records of the Division, and published in THE CONDUCTOR and daily papers, and that the charter of Division 155 O. R. C. be draped in mourning for thirty days.

BYRON HART,
J. W. HERRIMAN, } Committee.
G. W. WOOD,

At a called meeting of Stonewall Jackson Division No. 210, O. R. C. held in their hall Oct. 19th, 1890, the following resolutions were adopted:

WHEREAS, God in his infinite wisdom has seen fit to take from our midst our beloved Brother O. J. McAbee.

Resolved, That we the members of Stonewall Jackson Division No. 210, desire to offer our tribute of respect to our departed brother, and tender our heartfelt sympathy to the beloved widow and fatherless children.

Resolved, That by the death of Brother O. J. McAbee, Stonewall Jackson Division has lost an earnest and worthy member, and his mourning family are deprived of a kind and loving father whose vacant seat in our division will ever remind us of the dangers that surrounds us, and that in the fullness of life we are in the midst of death.

Resolved, That to the widow and family we offer our heartfelt sympathy in this their hour of affliction, and tender our aid and protection in a time of need.

Resolved, That our charter be draped in mourning for the period of thirty days, and that these resolutions be spread upon the minutes of this meeting, that a copy be presented to the bereaved widow, and that they be published in THE RAILWAY CONDUCTOR, and local papers.

J. S. STCLAIR,
W. C. BUTLER, } Committee.
W. M. FARRAR,

Baltimore papers please copy.

HARNEST.—Died on September 26th, of typhoid fever, Mrs. H. E. Harnest, wife of Bro. Harnest of Division 53. The little daughter Hazel was taken very near the dark river by the same dread disease but happily recovered. Bro. Harnest has many friends whose sympathy will be with him in his great affliction.



The article headed "An infamous scheme to entrap railway employes" and noticed elsewhere in this issue, should be read by every railway employé.

November *Scribner* comes full of instruction and interesting matter.

The tale of a Tusk of Ivory by Herbert Ward, with its graphic illustrations, is fascinating. "Jerry," is continued. Robert Brewster Stanton's "Through the Grand Canon of the Colorado," is a most thrilling and interesting account of the experiences of the corps of engineers who passed through the canon last spring.

The *Switchmen's Journal* appears for the first time under the editorship of the newly elected editor John A. Hall. Brother Hall opens with a brief pithy introductory to the public the tone of which justifies the prophecy that under his management the *Journal* will be such a publication as every one interested in organization, upon protective principles, among railway men should, and will, eagerly take up and peruse. Brother Hall, we wish you unlimited success.

The *Century* is always excellent. John Hay contributes another of his interesting articles "Life in the White House in the Time of Lincoln." Anna Eichbury King tells a tale of life in the "Town of New York in 1695," in "A Legend of Old New York."

Very captivating is Edgar S. Maclay's "Early Victories of the American Navy."

"The Printing of the Century," tells in detail what its title indicates.

Every one should read "The First Emigrant Train to California," and learn of the hardships and perils braved and overcome by the "Argonauts."

The issue of the November number is the twentieth anniversary of the birth of the publication.

The *Locomotive Fireman's Magazine* shows the usual "snap" and enterprise. The editorials are pungent and clear cut. A great deal of space

is devoted to accounts of the late conventions of railway organizations. The address delivered by Mr. F. P. Sargent, Grand Master, at the public-reception in their convention at San Francisco, is given in full as well as that delivered by Hon. Tom Fitch. Bro. Debbs, you should have included the Grand Master's address under the term "His Magnificen Address." Both are intensely interesting and uncommonly able.

The eloquent address of Mr. D. J. Brown, of Div. 283 B. of L. E. and the very appropriate and masterly sermon of Rev. Dr. W. W. Case, (prepared especially for the occasion and delivered at his church the following Sunday,) are also given in full.

A man of truly heroic make was Dr. Samuel Gridley Howe, whose life story is told by his daughter, Mrs. Florence Howe Hall, in the November *Wide Awake*; the article takes its title "A Modern Hero," from Whittier's noble poem of which Dr. Howe was the subject; the article is accompanied by a portrait of this great champion of the blind and all distressed souls, painted in his young manhood, by Miss Jane Stuart, the daughter of Gilbert Stuart, the artist. "Golden Margaret," by James Purdy, an episode of the Civil War, is the initial story of the number; further on appears a Southern dialect tale of great strength, "Lucy Pervear," by Margaret Sidney. A Western story, "How Tom Jumped a Mine," is from the pen of M. E. S. Stickney. Miss Risley Seward gives Part II. of a true ancestral war-romance, "A Story of 1812," with Commodore Perry for one of its heroes. Mrs. Frémont contributes the last of her series, "The Will and the Way Stories."

Children's Literature.

WHAT "ST. NICHOLAS" HAS DONE FOR BOYS AND GIRLS.

Victor Hugo calls this "the woman's century," and he might have added that it is the children's century as well, for never before in the world's history has so much thought been paid to children—their schools, their books, their pictures,

and their toys. Childhood, as we understand it, is a recent discovery.

Up to the time of the issue of the *St. Nicholas Magazine* seventeen years ago literature and children's magazines were almost contradictory terms, but the new periodical started out with the idea that nothing was too good for children; the result has been a juvenile magazine genuine with conscientious purpose,—the greatest writers contributing to it, with the best artists and engravers helping to beautify it,—and everything tuned to the key-note of youth.

It has been the special aim of *St. Nicholas* to supplant unhealthy literature with stories of a living and healthful interest. It will not do to take fascinating bad literature out of boy's hands, and give them in its place Mrs. Barbauld and Peter Parley, or the work of writers who think that any "good-y" talk will do for children, but they must have strong, interesting reading, with the blood and sinew of real life in it,—reading that will awaken them to closer observation of the best things about them.

In the seventeen years of its life *St. Nicholas* has not only elevated the children, but it has also elevated the tone of contemporary children's literature as well. Many of its stories, like Mrs. Burnett's "Little Lord Fauntleroy," have become classic. It is not too much to say that almost every notable young people's story now produced in America first seeks the light in the pages of that magazine.

The year 1891 will prove once more that "no household where there are children is complete without *St. Nicholas*," J. T. Trowbridge, Noah Brooks, Charles Dudley Warner, and many well-known writers are to contribute during this coming year. One cannot put the spirit of *St. Nicholas* into a prospectus, but the publishers are glad to send a full announcement of the features for 1891 and a single copy to the address of any person mentioning this notice. The magazine costs \$3.00 a year. Address The Century Co., 33 East 17th St., New York.

A Great American Magazine.

THE SUCCESS OF "THE CENTURY" AND ITS PLANS FOR 1891.

The Century Magazine is now so well known that to tell of its past success seems almost an old story. The *New York Tribune* has said that it and its companion, *St. Nicholas for Young Folks*, issued by the same house, "are read by every one person in thirty of the country's population,"—and large editions of both are sent beyond the

seas. It is an interesting fact that a few years ago it was found that seven thousand copies of *The Century* went to Scotland—quite a respectable edition in itself. The question in England is no longer, "Who reads an American book?" but "Who does not see the American magazines?"

A few years ago *The Century* about doubled its circulation with the famous War Papers, by General Grant and others, adding many more readers later with the Lincoln History and Kennan's thrilling articles on the Siberian Exile System.

One great feature of 1891 is to be "The Gold Hunters of California," describing that remarkable movement to the gold fields in '49, in a series of richly illustrated articles written by survivors, including the narratives of men who went to California by the different routes, accounts of the gold discoveries, life in the mines, the work of the vigilance committees (by the chairman of the committees). etc., etc. General Frémont's last writing was done for this series. In November appears the opening article, "The First Emigrant Train to California"—crossing the Rockies in 1841—by General Bidwell, a pioneer of pioneers. Thousands of American families who had some relative or friend among "the Argonauts of '49" will be interested in these papers.

Many other good things are coming—the narrative of an American's travels through that unknown land Tibet (for 700 miles over ground never before trod by a white man); the experiences of Escaping War-Prisoners; American Newspapers described by well known journalists; accounts of the great Indian Fighters, Custer and others; personal anecdotes of Lincoln, by his private secretaries; "The Faith Doctor," a novel by Edward Eggleston, with a wonderfully rich programme of novelettes and stories by most of the leading writers, etc., etc.

It is also announced that *The Century* has purchased the right to print, before its appearance in France or any other country, extracts from advance sheets of the famous Talleyrand Memoirs, which have been secretly preserved for half a century—to be first given to the world through the pages of an American magazine. All Europe is eagerly awaiting the publication of this personal history of Talleyrand—greatest of intriguers and diplomats.

The November *Century* begins the volume, and new subscribers should commence with that issue. The subscription price (\$4) may be remitted directly to the publishers, The Century Co., 33 East Seventeenth street, New York, or single copies may be purchased of any newsdealer. The publishers offer to send a free sample copy—a recent back number—to any one desiring it.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

WM. P. DANIELS, MANAGER.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

Everyone knows that Brother Belknap, the editor, is off on sick leave, and when this issue reaches its readers, those who read THE RAILWAY CONDUCTOR regularly will undoubtedly wonder, "What is the matter with Daniels?" Nothing whatever is wrong. Brother Daniels is away and the G. C. C. is trying his hand as editor, finishing up this issue. Do not entertain any alarm. You will probably not be so afflicted again.

THE SCRANTON RESOLUTION AGAIN.

As there seems to be some misunderstanding relative to what we said in the last CONDUCTOR in regard to the above resolution, we wish to, if possible, make ourselves perfectly plain in regard to it. Some seem to have understood that in saying that Brother Clark said "no such resolution was adopted," we intended to claim that he said no resolution in regard to THE CONDUCTOR was adopted. In saying that Brother Clark said "no such resolution was adopted," we referred only to the copy sent by the secretary of the meeting, reciting that "the language used in THE CONDUCTOR was scandalous and disgusting in the extreme." Brother Clark distinctly stated to us that a resolution *was* adopted censuring THE CONDUCTOR for publishing matters in reference to C. S. Wheaton, but that no resolution of censure in general terms for the use of scandalous and disgusting language was passed.

It would seem to us that the statement that the idea of the resolution quoted to us by Clark was the same as that in the copy sent by the author, though differing in language, ought to prevent any such misunderstanding. Neither Brother Clark nor the author claimed to quote the exact language used in presenting this resolution. Neither should the secretary of the meeting be condemned for misunderstanding it, as it was nearly the last action of the meeting, a large number of those attending had already left, and

there was some confusion consequent upon the departure of members, and it was passed without discussion under an order for the previous question. No one should understand that Brother Clark attempted in any way to misrepresent the action of the meeting or that there is any intent on our part to convey any such inference. Clark merely corrected the error of the secretary, and in doing so agreed exactly as to material points with the author, though differing somewhat as to language.

The Switchmen's Journal furnishes us with information which we have sought and failed to get. A circular has been sent out addressed to "Members of the Railway Employés' Club and to all Railway Employés," signed by W. E. Perry, general secretary, calling "the third annual State Convention of the Railway Employés' Club," at St. Paul on October 9th.

The circular sets forth that the primary object of the convention is the consideration of "questions of vital interest to all railway men in this state." The members of the various organizations in railway service are urgently requested to send delegates as well as all "who have no organization." The circular itself looks very innocent and would naturally lead the reader to suppose that they intended studying and looking to the protection of the interests of the common every-day employé, but coupled with the letter copied by Brother Hall sent out for the purpose of inducing the organization of a similar club in Illinois, seems after careful study to warrant the heading Brother Hall gives his editorial, "An Infamous Scheme to Entrap Railway Employés." We are sorry that lack of space forbids copying entire, but the following extract to our mind contains the pith of the matter and also exposes the forked tongue:

I hope we may all unite under one *Supreme*

Head, with one supreme animus and object, namely, protection to each and every railroad employe, and at the same time we should remember that if the company does not or cannot earn they cannot pay. We all know that the stockholders must and will have their dividends; the bondholder will have his interest; the official his salary; every road must use just so much material in proportion to its actual requirements. Now by hostile legislation or arbitrary or unreasonable demands of a railway commission the roads are compelled to curtail their expenses. Where do they commence, where are they compelled to commence? Of course with the employe every time. They cannot commence or end anywhere else.

They propose to establish a benefit department and magnanimously offer to allow "the paymaster of any road" to collect the dues of members if they so wish. In short, judging from the *Journal's* account of the affair, it is a scheme to induce the members of the different organizations to attach themselves to this "club," and then have the railroad companies dictate to them not only in regard to their employment and compensation therefor, but to take from them the right to recover from said companies where injured through their neglect or penuriousness, and worse than all to curtail the indisputable right of every American citizen to cast his ballot without fear or favor. Here is an article from their constitution:

ARTICLE XI.

SECTION I. It is accepted and understood that any and all members, in consideration of the benefits received from this association, do *waive all gratuitous claims or contributions from any railway company for injuries received wherein said railway company is not legally liable.*

One little word expresses our opinion of the whole scheme: "Rats!"

The 23rd annual convention of the "Old Reliable" Conductors Insurance Association of the United States and Canada was held in Chattanooga, Tenn., opening on Wednesday, Oct. 29th. This association has been in existence twenty-three years and is the pioneer of the mutual benefit associations among conductors. The annual report shows that since their organization there has been paid out by the association in benefits the handsome sum of \$1,185,275.

The exercises were opened with prayer by Rev. G. W. Stuart. The committee on credentials reported 87 delegates present, but that many more were in the city, and yet to arrive.

The visiting conductors and their ladies, were welcomed to the city by Hon. H. M. Wiltse, Col. R. R. Hargis and B W. Wrenn. The annual address was delivered by R. A. French of the B. & O., followed by the address of President Sinclair, in which the attention of the members was called to many points and conditions of particular

interest, and in which some very good recommendations were made. The committee on Constitution and By-Laws recommend some changes looking to a more economical management of the affairs of the association. The secretary reports total number of members 902. Amount expended for the year in assessments, etc., \$1,937.39.

Proposition to reduce the salary of the secretary was voted down

A public reception was held at the Chamber of Commerce on the evening of the 29th, at which many spicy and entertaining speeches were delivered, notable among them that of Mr. Milton B. Ochs, of the *Chattanooga Times*. The welcome extended can be judged by the following extract from his speech:

"I hand you to-night the key which gives you entrance to our vast storehouse of hospitality, and in the name of Chattanooga and in the name of the South, I bid you eat, drink and be merry. From the top of our historic old mountain look down upon the world and view the finest panorama afforded upon this continent. From the pinnacle of Lookout you can see the boundary line of seven States, every one an empire within itself. Everyone of these commonwealths a little over a quarter of a century ago ran red with blood, and moaned with cruel war. To-day you can see the angel of peace who has spread her wings and holds in her folds not only the States you see, but binds them to the common country under one flag, from the border line of Canada to the surf line of the gulf.

"But a few years ago this land was desolate, left so by the strife which in ages to come will be chiselled upon the historic tablets of our country as a sad memento of a nation's grief.

"To-day look upon the same fields that were the carnage ground, and you will see the homes of peace and the homes of prosperity, the homes of progress, the hives of industries and the abiding place of brotherly love.

"With the sacred bones of the dead we buried our animosities, and our welcome to-night to the conductors of the North is the same we extend to those of the South.

"Digest this, for it is meant and spoken in all sincerity. I want you men of the far East, of the far North and of the far West to go forth upon your daily journeys and proclaim to your living freight, that the South booms not only commercially, not only financially, but so strong is the charge that the cannon has sent into everlasting oblivion the prejudice that lives only now with a partisan press and a small coterie of professional politicians, situated, unfortunately, South as well as North of the so-called Mason and Dixon line."

W. O. Beckley, better known as "Wabash Bill," was elected president for the coming year, and their labors done (and we predict, well done), the party left for a trip to Florida, having accepted the kind invitation extended by Mr. Wrenn, G. P. A., E. T. V. & G. R'y, to make the trip by that line.

We regret that the officers were obliged to

report a decrease in membership. We believe that insurance against death or disability is a duty every conductor owes himself and those dependent upon him, and are of the opinion that it is much better to get it in an association of conductors, than to pay this hard earned money into the treasury of some regular insurance corporation doing business purely for the profit there is in it.

Whatever the future may have in store for the "Old Reliable," they have made a record of which they may well feel proud, and have builded many lasting monuments to the feelings of brotherly love and charity which exists in the hearts of the conductors, and we re-echo these words from the prayer of Rev. Stuart, before referred to:

"Many of our comrades of the rail have gone down by rotten rail, defective bridge or fatal tunnel, but we are left to greet each other, and we praise thee. We come to renew our acquaintance, and grant, Oh, God, that our interest in this association for the benefit of our wives and children may be increased.

AN ACT OF JUSTICE.

CHICAGO, Oct. 26.—No official act of President Harrison since the day of his inauguration has given such general satisfaction to railroad, commercial and board of trade circles, republicans and democrats alike, as his quiet remission, a few days ago, of the fine of three thousand dollars imposed at the last term of the circuit court upon Arthur Street, the ex-assistant general freight agent of the Michigan Central railroad, and who pleaded guilty to a violation of one of the provisions of the inter-state commerce law in granting secret rebates to Counselman & Co., well-known board of trade operators on east-bound grain shipments. The circumstances of this case, which created considerable of a sensation some months ago, will never be forgotten in the railroad and commercial circles in this city. Street, as the assistant general freight agent of the Michigan Central, was compelled to make the rebates and thus violate the law by his superior officers. The latter were indicted with him. Street was given to understand, that if he would allow himself to become the scape-goat and take the entire blame on his own shoulders, thus exonerating those indicted with him, the Michigan Central would take care of his defense and also see to it that he was well taken care of in the future. Street fell into the trap, only to find, at the last moment, that he was deserted by those for whom he had offered himself as a sacrifice. The Michigan Central actually avoided employing counsel for his defense. The trial absorbed all his means and the anxiety and worry cost his wife her reason. The verdict of the court found him penniless, a fine of three thousand dollars hanging over his head, and the back of the corporation that had compelled him to break the law and had then induced him to shelter it behind his own shoulders, turned upon him. Railroad and board of trade men, however, took care of the victim's immediate interests, and President Harrison has completed the good work by remitting the heavy fine. It is an open secret that antagonism on the part of certain officials of

the passenger department of the road was at the bottom of the course adopted toward Street.

The President deserves the thanks of railway employes for this remission, but it will not restore reason to Mrs. Street, nor happiness to the desolate home, broken up by this corporation.

CHANUTE, Kans., Oct. 26, 1890.

Wm. P. Daniels, G. S. & T.

DEAR SIR AND BROTHER: I have the pleasure to report the organization of one more Division of the Order to-day, at this place, and, the latest will be known as Chanute Div. No. 265.

They start in with 15 charter members, but do not expect to remain at that mark long.

Their C. C. is Bro. E. A. Taylor, P. O. box 84, and S. & T. Bro. Peter Farrell, P. O. box 242. Place of meeting Masonic Hall, on the 2d and 4th Sundays.

I return thanks to Bro. Geo. Korner of 55, Bros. W. K. Maxwell and Wm. Chapman of 161, and last but not least to Bro. Jack Truitt, (did you ever hear him laugh?) of 53. The only mishap of the occasion, was when Maxwell, Chapman and Truitt started for Parsons, they visited on the road to the station so long they missed their train, and at once called a special session on the back platform, and passed resolutions denouncing the Republican Party and calling on the Farmers Alliance to furnish them transportation. They first took up a collection to buy a newspaper for the purpose of ventilating their wrongs, but when they called in their capital changed their plans and had a tune by "Max's band" and then Truitt made a speech. There is another train tomorrow and until that comes they are "only waiting." When any of the Brothers of the Order are in Chanute, they will find the latchstring of 265 out and a kindly welcome awaiting them. I am sincerely.

Yours in P. F.

GARRETSON, G. S. C.

RALEIGH, N. C., Oct. 26, 1890.

Wm. P. Daniels Esq., G. Sec. & Treas.

DEAR BROTHER: Enclosed find charter list for new Div. at Raleigh, N. C., which was duly organized on Oct. 26th, 1890. The 20 petitioners were never any of them members of the Order before. The following were present and made members.

T. H. Fowler, J. M. Groves, T. F. Kirkland, J. R. Renn, T. F. Wilson, P. J. Brown, W. C. Pollock, E. P. Stone, Jno. White, H. S. Waddell, H. M. Fawcett, J. H. Gilliland, J. T. Busbee, Bro. C. B. Guthrie and Bro. W. S. Witherspoon were admitted by card from Div. 221. The officers elected were C. C., C. B. Guthrie, Greensboro, N. C. box 309; Sec. & Treas. J. T. Busbee, 104 W. Hargett St., Raleigh, N. C.; A. C. C., H. M. Fawcett; S. C., P. J. Brown; J. C., T. H. Fowler; I. S., T. F. Kirkland; O. S., E. P. Stone.

The name of the Division is Raleigh No. 264. they will meet on the second and fourth Sundays at 2 P. M. in Odd Fellows Hall.

Yours Truly in P. F.

C. H. WILKINS, A. G. C. C.

SHALL WE MOVE.

The editorial in a late CONDUCTOR in reference to the location of the general offices of the Order, seems to have had the effect in two instances at least, of stirring up members to activity. We find the following in Indianapolis papers, which would seem to indicate, that if a move should be made, 103 intends to be 'in it':

The members of the Order of Railway Conductors who reside at Indianapolis feel very confident that with a little effort the association can be induced to select this city for its headquarters. H. Mounts, secretary of the Indianapolis division, has received a number of letters from officials of the organization and prominent members, strongly favoring the selection of Indianapolis as their headquarters. The association has in its treasury now \$150,000, set aside to be used in the erection of a good building wherever the headquarters of the organization may be. The proposition is to erect a fine building, using such portions of it as are needed for the official's rooms and rent the other rooms. In the organization there are now over eighteen thousand members, scattered all over the United States and Canada. Their annual meetings would bring a large number of delegates to attend them and usually continue several days. There is hardly a day in the year that there are not committees from some of the divisions at headquarters to confer with the general officers. As evidence that the officials of the Order are in earnest in the move to make Indianapolis their headquarters, a portion of a letter which Secretary Mounts, of the local lodge, received yesterday from E. E. Clark, the grand chief conductor, is published. He says:

If you can, without expense or unreasonable trouble to yourself, ascertain what would be necessary for us to do in order to make Indianapolis our headquarters and conduct our insurance business in the State of Indiana, you will confer considerable of a favor upon me. What I would like to know is, could we conduct our assessment insurance business in Indiana without being an incorporated association, and, if incorporation is necessary, can we incorporate the insurance department without incorporating the organization.

Secretary Mounts last evening called on Bruce Carr, Auditor of State, to enable him to obtain information to answer the above questions, and the Auditor told him that Indiana had the best law in the world for just such organizations. All that was needed is that one hundred members apply for a charter, and he urged Secretary Mounts to push the matter.—*Indianapolis Journal*.

The Order of Railway Conductors, which has a membership of about 20,000, has decided to change its headquarters from Cedar Rapids, Iowa, and build a permanent home at some point more centrally located. It is the intention to erect a building to cost from \$150,000 to \$250,000, the greater part of which the Order will be able to pay itself. Some of the officers and nearly all the members are very much in favor of Indianapolis, which is one of the most centrally located railroad cities in the country, with lines diverging in every direction, and a time schedule that is almost perfect. Should the home be located in Indianapolis it would bring to this city a small army of

permanent residence, besides bringing a large number of railroad men who otherwise would not visit this city. The Grand Division would be held here annually, with an attendance of from 1,500 to 2,000 persons, representing every part of the United States, as well as Mexico and Canada. A number of cities in the west are making an effort to secure the home, Des Moines, Iowa, offering a bonus of \$50,000. The question will be settled at the meeting of the Grand Division at St. Louis in May next, and thus Indianapolis has a chance to secure the building if the proper efforts are made. It has been suggested that the Commercial Club take some action in the matter. Division No. 103 of this city has appointed a committee composed of H. M. Mounts, A. J. Morrow and I. D. Baldwin, who will make a canvass of the city on the subject.—*Indianapolis News*.

The *News* states and the *Journal* seems to assume that the matter of removal has already been decided upon and in this they are in error.

No move has been decided upon or can be decided upon until the Grand Division meets in May next, but knowing that some members of the Order were in favor of a different location and believing that the matter would be brought up at the next session, we thought it but just and fair to inform all members, to the end that the matter might be discussed and all have an equal opportunity to present their ideas and the inducements that might be offered by different places. Des Moines has not as yet made any offer to the Order, but THE CONDUCTOR thinks that they will offer at least \$50,000 conditioned on the erection of a building. The fact that Des Moines sent a man to Rochester to look after the matter indicates to us that she is alive to the advantages that would accrue to her from the location there. Cedar Rapids will also be very likely to submit a proposition. Should it be decided to surrender the corporate existence in this state and move to some other, Indianapolis will undoubtedly prove a strong competitor. It is a thriving, prosperous and beautiful city, and a railway center second to none outside of perhaps Chicago and St. Louis, and under the laws of Indiana, the Order can do all its business either with or without incorporating, a late law in reference to assessment insurance providing that secret or fraternal societies shall be exempt from the insurance laws if they choose. In respect to laws, THE CONDUCTOR believes the laws of Indiana to be, with the late amendments, as favorable for the Order as any state in the Union, not excepting Iowa, which heretofore have been the best in our opinion.

WHERE IGNORANCE, ETC.

The writer of the editorials for the *New York Dispatch* should, before attempting another editorial on railway employes' associations and their officers, make some little effort to become acquainted with what he writes of.

In the *Dispatch* for November 9th, we find a quarter column of eulogy of Geo. W. Howard,

and the writer starts out by saying "those who were dissatisfied with the elimination of the strike clause immediately organized what is now known as the Brotherhood of Railway Conductors, and with Grand Chief Conductor Howard at its head, this order has assumed a place among the champions of the rights of labor of no small importance." If the association is to be judged by the bluster and noise they make and the falsehoods that they tell, it certainly is of no small importance. For instance, its officers claim 9,000 to 10,000 members, while the brilliant but somewhat erratic Debs, of the *Firemens' Journal*, who is in a position to know, and who, whatever else may be charged against him, is so far as we know, of unquestioned veracity, says they have "about 2000." The animus of this writer is very plainly exhibited by the fact, that he takes a single sentence from the reply to the *Trainmens' Journal* in November 1st CONDUCTOR, misquotes it, and then wants the Order to "explain." The sentence referred to is as follows (with the misquoted words in italics): "that should the occasion arise and the cause be a just one they would not hesitate to order a strike." What THE CONDUCTOR did say was correctly quoted by the railway editor of the *Dispatch* in another column. We have no time, do not desire, and certainly will not attempt to explain anything to any editor who prates of railway organizations and is so ignorant that he does not yet know that Mr. Wheaton is not the executive of the Order, and we merely notice it that our readers may know what weight to give it when it is paraded, as it probably will be, by "the organ." This writer should confer with the person who prepares the railroad column for the *Dispatch*. In conclusion, we follow political precedent and use the "parallel column," only in this instance, the extracts are both from the same issue of the *Dispatch*.

The adage that "nothing succeeds like success" is applicable to the B. of R. C., which has demonstrated that it was wanted and has come to stay. Col. Howard is an indefatigable worker and has served in every capacity from section man to general manager. He is also Vice-President of the Supreme Council and lately, when the eyes of all the people in the country were turned to Terre Haute during the senseless struggle on the New York Central, his iron nerve and unflinching judgment was relied upon. He was a gallant soldier in the late war and a member of the G. A. R. It is not our intention to dilate on Col. Howard nor to score Mr. Wheaton; but justice compels us to say that some of the utterances of the O. R. C. are entirely too vague.—*Dispatch*, Nov. 9, page 4.

The Railway Conductor, in an editorial in its last issue, says that, the Order is not now on a strike basis. If the words are to be understood as meaning going around with a chip on its shoulder, daring every one to "knock it off," and talking of what they will do if they (the railway officers) don't come to time. We believe that there is no present officer of the Order who would hesitate to say, that should occasion require it, the Executive of the Order would not only authorize but would advise a strike. We have been of that opinion in regard to the matter and refrain from commenting, because we believe the Conductor would state the position of the "Order" at the proper time.—*Dispatch*, Nov. 9, page 5.

A Union meeting will be held at Jersey City, N. J., under the auspices of Division 169 on Sunday, December 7th. Secret session at 10 a. m., public reception at 2:30 p. m. All are invited, and any who may attend are assured of a cordial reception.

The B. of R. T. did well in re-electing Messrs. Wilkinson, Morrissey, Sheahan and Slattery. Although THE CONDUCTOR is not personally acquainted with the last named three gentlemen, it knows something of their official labors. Mr. George Newman, of Missoula, Montana, was elected third Vice-Grand Master.

We are in receipt of a joint communication from Brothers D. F. Knebel and G. F. Miller, of Division 204, dated Santiago De Cuba, Island of Cuba. Judging by the tenor of their letter, the Brothers are not completely enamored of the charms of Cuba except as indicated by their own confession, that "when a man is making big money he can stand an awful lot of punishment." They report an accident in which nine men were killed, all of whom were accorded a "full dress" burial, including the proverbial boots. In conclusion the Brothers express themselves as truly thankful that they belong to a country where the footprints of civilization are visible to the naked eye, and their fondest desire is that fortune may soon permit them to return to the land of the free and the home of the Order.

We have several times lately observed some statements as to what the Railway Employes' Club would do in Minnesota politics and have made inquiry as to what it was and of whom it consisted, but without receiving much information, conductors in St. Paul and Minneapolis being uninformed in regard to it. The November number of the *Switchmen's Journal* seems to have obtained some information and uses its scalpel on the "club" in an effective manner. A call for a convention of State clubs is issued by W. F. Perry, general secretary, and members of all the different organizations are requested to meet with this convention. We would suggest to all divisions of the Order, who may receive this circular, that no "delegates" be sent until the matter is thoroughly investigated. THE CONDUCTOR believes in the organization of railway employes for political purposes, but we do not wish to see our members or any other hoodwinked into something that will make them the cat's paw to pull out chestnuts for others. Can any of our members give any information in regard to this particular club?

Brother S. E. Hughes, of Division 20, called at the office on the 6th.

There is not a railway employé in the United States who will not regret to learn of the death of Ed. F. O'Shea.

An advance in pay has lately been granted to the employés of the Air Line Division of the Mackey system.

Every conductor is advised to carefully read the "Legal" in this issue. It will prove of incalculable value to some or all of you, some day.

The interesting letter from M. A. L. has been divided by us in order to get the report of the organization of the Ladies Auxiliary in the Ladies department.

Mrs. Jones, wife of Brother E. J. Jones, of Division 125, and her sister, Mrs. Kneeland, wife of Brother Kneeland of 34, have been visiting the wife of the G. C. C.

H. A. P. (py) Cronk of Div. 34 illumined the sanctum with his auburn locks a few days ago. He was in the city to attend the wedding of a cousin and as a matter, of course, called at the office.

Division No. 50 will give their first annual ball, at Foot Guard Armory, Hartford, on the evening of November 26th. Invitations are hereby acknowledged and we hope it will prove a success in every respect.

The Philadelphia *Record* charges the Reading road with an attempt to control the vote of its employés by threatening dismissal to all who refuse to support its candidates, although President McLeod denies it, and says that officers who have done anything of that kind did it without authority. The Reading wants a right of way through Philadelphia and it is asserted that it is endeavoring to compel its employés to aid it by voting for the men it selects. The Reading has a weary road to travel before it obtains what it wishes.

The Ohio Valley Car Company has delivered to the Queen and Crescent people four passenger coaches, one baggage car and one postal car, to be placed in immediate service on the Cincinnati Southern division of the Q. & C. route.

The account of an accident caused by a *boy* employé, found in another column, is an eloquent argument in favor of employing men of experience whenever they are to be had, even though they may "come a little high," for the time being.

Bro. N. Hawley and wife made us a pleasant visit during the past month. Bro. Hawley is a member of No. 48 and one of the Michigan Central's reliable conductors and with Mrs. Hawley are visiting relatives in Blairstown.

The Supreme Court of New York, decides that a train dispatcher is a fellow servant of a locomotive fireman and the latter injured by an accident caused by the dispatcher, cannot recover. Is it not time that railway employés united in an effort to change this state of affairs.

Brother Mead Stillwell, late division superintendent on the Mo. Pac. at Sedalia, goes to the C. H. V. & T., with headquarters at Logan, Ohio. His position there is that of superintendent and the employés are to be congratulated on the accession of Brother Stillwell to this position.

There seems to be a growing demand on the part of the traveling public who use sleeping cars, for something that will insure greater privacy than the present system; the Pullman company are arranging to meet that demand by placing in service compartment cars; one of the latest and finest will be the newly remodeled compartment

car "Antioch," which went into service between Cincinnati and St. Louis on the Queen & Crescent route, on the first instant; the car is elegantly upholstered and tastily draped, and presents a beautiful appearance.

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Hartford Division No. 50, gives its first annual ball November 26th, and THE CONDUCTOR is not forgotten by the boys. Sorry we can't be present and enjoy what will certainly be a very pleasant occasion. The boys have our sincere thanks for their kindly remembrance.

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Any one knowing the whereabouts of Benton L. Lamoreux, at one time a member of Chicago Division No. 1, and when last heard from, running out of Denison, Texas, will confer a favor by sending his address to his sister, Mrs. F. W. Bradley, Sandusky, Ohio. Should this item reach the notice of Mr. Lamoreux, it will inform him that his father was buried Nov. 2nd.

**

Brother W. J. Cornelius of Division No. 60, has been engaged by the Railway Officials & Conductors Accident Association as a special agent with territory on the C. R. I. & P. railway. The company have secured a valuable agent in Brother Cornelius and the Rock Island employes will find a genial Brother in the agent who will present to them the advantages of a good accident company.

**

J. Wicks has been appointed travelling conductor on the Santa Fé, is the way the papers state it, but notwithstanding the disguise we recognize an old friend who back in the "sixties" was with the writer, employed as an "assistant conductor" on the I. & M. division of the St. Paul, Bro. J. C. Weeks, a member of Newton Division No. 11 and for several years past, a popular Santa Fé conductor.

**

THE CONDUCTOR advocates the twenty-four system of time notation and the abolition of the different standards in use at present, and the adoption of one standard for the entire United States, and we are glad to see that this idea is steadily, though slowly, gaining ground. A late number of the *American Machinist*, in an article which we reproduce elsewhere, gives many reasons for this reform.

**

And still they come. The railway officer who expressed the belief that the Order of Railway Conductors had closed the door to promotion of its members by eliminating the strike clause, must have been a little in error. A great many

delegates to the Grand Division will remember C. H. Howard as a delegate from Division 181 and will join THE CONDUCTOR in a hearty "shake" on his promotion to train master of the B. & O. S. W., with headquarters at Chillicothe, Ohio.

**

Reports indicate that the farce called an organization of an O. R. C. division at Gainesville, Texas was a most disgraceful affair, characterized by a drunken debauch. All O. R. C. men who have become acquainted with the facts express regret and disgust.—*Railway Service Gazette*.

The above is a contemptible falsehood. A. B. GARRETTSON organized Div. 262 at Gainesville, Texas, and those who know him will fully appreciate the spirit that prompts such statements.

**

A reliable correspondent of the *Gazette*, who is in a position to know, says that W. P. Daniels has recently been sending telegrams to subordinate divisions of the O. R. C. to this effect: "For heaven's sake make peace with the engineers or we are lost." "System federation or we are shut out." In the role of high tragedy William is "amusing."—*Railway Service Gazette*.

The "reliable correspondent" is a plain every day liar, probably no other than "Majah Wellington de Boots" Leflet.

**

The *Independent* of New York, requested contributions from several well known writers on the late N. Y. C. strike and among them, President Gompers of the A. F. L. whose communications we reproduce. By some of the contributors, peculiar ideas are advanced and we hope to have time and space in the future to comment upon them and the conclusions drawn from them by the *Independent*. There is also a thoughtful article by Bro. Rogers of the *Trainmen's Journal* which will be given in our next issue.

**

We are in receipt of the following "Aviso General" issued by James Sullivan of the Compania Constructora Nacional Mexicana.

Ciudad de Mexico, Agosto 1. de 1890. En sustitucion del Senor J. C. Mordough que renuncio, ha sido nombrado Superintendente de la Division de Colime desde el 15 de Agosto, el Senor C. H. Starr. Which translated is to the effect that Bro. G. H. Starr of Div. 159 has been appointed superintendent of the Mexican National Construction Company with office at Colima, vice J. C. Mordough resigned, to take effect August 15th. (If our translation is a "little off," Bros. Bradley, Sayers or Greenleaf can correct.) Bro Starr is a former member of Div. 89 at Louisville and in railway service is a graduate of the old Toledo Wabash & Western and has many friends in the States who will be glad to note his prosperity.

Brother S. L. Boyer, a charter member of Pike's Peak Division, No. 244, at Colorado Springs, formerly road master on the Colorado Midland, and later, general manager of mines for Mr. John Scott at Aspen, goes to Central America as superintendent of construction of a new road there, the Pacific terminal of which is at Buenaventura, and of which Mr. Scott is president. Twenty miles of the road is completed, and the building of four hundred is contemplated.

**

The majority report of the committee favoring federation was rejected by the B. of L. E. by a few votes less than the two-thirds that were required to adopt it. Messrs. Ingraham and Everett were re-elected and two new offices were created, Assistant Grand Chief Engineer and Third Grand Engineer, Mr. Ash Kennedy, of Winnipeg, being selected for the latter, and Mr. A. B. Youngson, of the Nypano, for the former place. Mr. Youngson is the chairman of the general grievance committee of the Erie system. The matter of changing the time for the convention from October to May was discussed, but we are not informed as to the decision arrived at.

**

It was reported that Mr. J. M. Barr, late general superintendent of the U. P. at Cheyenne, had gone to the Pacific division of the same road, but such report was an error. Mr. Barr is now superintendent of the Chicago division of the St. Paul, vice S. J. Collins, resigned. Mr. Collins carries with him the best wishes of every employé and a host of friends, he having been in the employ of the St. Paul for nearly thirty years. THE CONDUCTOR has but a casual acquaintance with Mr. Barr, but we are inclined to think that in as much as Mr. Collins leaves, his place will be well filled by Mr. Barr. We think, however, that the St. Paul has some officers whom it could better afford to lose, than Mr. Collins.

**

To any member who has ever met and talked with Brother Clark it will be entirely unnecessary for us to say that he is the Grand Chief Conductor in fact as well as in name and that the silly assertions of those who wish to injure the Order, that "Daniels is the real head of the Order," is as unsubstantial as "the baseless fabric of a dream," but there may be those in the Order who have never met him and who might possibly think he was a weakling to be controlled by any person who happened to have the "leading strings." The present Grand Chief Conductor is not a man to be controlled by any one or by anything except in the way of reasonable argument and no one would attempt anything of the kind unless entirely devoid of the faculty of judging human-

ity. Finally, Daniels has no desire, and certainly has not attempted to control or interfere in any way with the duties or privileges of the Grand Chief Conductor, and any attempt to convince members of the Order or any one else that such is the case, is as malicious as it is false.

**

On Saturday, November 8th, there passed away a man to whom every railway employé in America owes a debt of gratitude, the pioneer in the path of organization of railway employés. William D. Robinson, the founder of the Brotherhood of Locomotive Engineers, originally the Engineers Footboard, who has been suffering for a long time from cancer of the stomach, laid down the burden of this life, and was buried Sunday. Mr. Robinson was the first Grand Chief Engineer of the organization, and was dismissed by the Michigan Central railway for his efforts to build up the association. He was widely and favorably known, and during the past year has been a prominent speaker at the various meetings of employés.

**

No member of the Order should permit himself to be deceived by the unlimited "claims" made by some of our friends (?) at whose nod and beck railway managers and presidents move like puppets, if we may credit the "claims." Some of the valiant correspondents of the Toledo sheet claim that they and they alone procured the increase of wages on the Santa Fé, the Southern Pacific, and various other roads, and do not even give any credit to their allies in the Council, the B. of R. T. Before crediting any such Quixotic assertions, let readers learn the facts by inquiring, if necessary, of the Grand Master of the B. of R. T., who has been present in most instances and is acquainted with the facts in all and who is above such contemptible falsehood and trickery.

**

The Western Union Telegraph Company seems to have commenced a war on the Brotherhood of Telegraphers, having dismissed operators who were members at Omaha, St. Louis and St. Paul. The latest news is that most of the dismissed men have been reinstated, but the statements in regard to conditions are contradictory, some dispatches claiming that the reinstated men have agreed to sever their connection with the association while others contradict it. There is a growing demand that a system of postal telegraphy be inaugurated by the United States government in opposition to the present monopoly of the Western Union, and if it shall continue to wage war upon organized labor, that alone will have no little effect in bringing it into competition with the United States.

A telegram received on the evening of the 6th, announced the sad death of Brother Frank S. Butler, Grand Outside Sentinel, by being run over at Anniston, Alabama, where he was employed as yard master. Hasty and impulsive, quick to resent a fancied wrong or to take offense, but also quick to acknowledge himself in the wrong when convinced, and as ready to forgive a real injury as to resent a fancied one, the Order has lost an energetic member, and the writer a warm personal friend. Generous and free-hearted, Frank was his own worst enemy, but at the time of his sad death, was nobly redeeming the one incidental error of his past, and the untimely end cuts short a life of great promise. The particulars are not, at this date, at hand, but we hope in the next issue to give a brief sketch of our lamented friend and Brother.

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The various committees having in charge the matter of the federated schedule of wages on the Pennsylvania lines west of Pittsburg, are gathering at that city to-day, and it is the intention to formally present the schedule to General Manager Woods to-morrow. While the engineers are taking the lead, the firemen, conductors, brakemen, switchmen, car inspectors, in fact every branch of the service, is in it. The wages asked for are about the same as that granted the Big Four men, though in some instances the demand is higher. The men, however, are willing to make concessions, but insist that they shall be paid the same as men for the same class of work are paid on other roads. It is not anticipated that there will be any trouble. The Pennsylvania Company has always adopted a liberal policy toward its men and as there has been a wholesale reduction of the force in different branches, it is thought an agreement will speedily be reached. The new schedule is to go into force January 1. Gen'l Superintendent Miller arrived from Florida last night and will go to Pittsburg to be present at the conference.

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From Kenton, Ohio, papers we learn of one of the great events in the life of a prominent member of the Order. Brother J. B. Andrews, train master on the Mexican Central and a member of Division No. 159, decided to retire from the rail and devote himself to something else, and has settled down in Kenton, and in company with his brother is ready, willing and anxious to supply every body in that section with house furnishing goods. Getting fairly started, the stock looked so attractive that Jap concluded to become a customer himself and made quite an investment. When he secured his goods and a place

them, there still seemed to be something lacking, and after some cogitation he discovered that the one thing needful was a better half, and immediately made arrangements with one of Kenton's most accomplished young ladies, Miss Effie Ahlefeld, and the words that made them one were spoken October 28th. This is the explanation that Brother Andrews gives, but there be those who say that he tells the story wrong end first, and that after arriving at an understanding with Miss Ahlefeld, he decided upon the business in order to get a rebate on his own household goods; however that may be, he can be found ready to accomodate any who may wish to follow his example and happy enough to almost give goods away. THE CONDUCTOR joins in congratulations.

On Saturday the firemen on the engine of the work train below Villa Grove saw what he supposed to be a jack rabbit behind a sage brush about two hundred yards away. He took down his gun and fired at it. The fireman's aim was good, but instead of hitting a jack rabbit the unerring ball perforated the foot of a dago named Joss Miele. As soon as the dagos at the camp saw what had happened they procured all the available guns in the camp and started in hot pursuit of the fireman. He boarded the engine and pulled out for Villa Grove, thinking that a higher altitude would, under the circumstances, be much better for his health. The wounded dago came over to Salida for treatment, and has finally concluded that it was an accident and the fireman was not aware that he was firing at a man.—*Salida Mail*.

What a foot Joss must have.

Not the Same.

Like a lark in its flight empyrean,

Her voice rings out through the room,
And she sings of things, as she twangs the strings
That scatter away the gloom.

She trills me the ballad of "Robin Adair,"

And the loves of the "Low-backed Car,"
Doubly fair seems the air of "Wapping Old Stair,"
Doubly sweet my wheezy guitar.

She runs through the tunes of the lassies

That peep from the fields of the Rye.
Yet unsung by her tongue is the song to have
wrung

A tear from out mine eye.

"Down Went—" she at last begins;

"Down Went—" and I start in my chair;
"Down Went—" the air rent ('twas the "Ballad
of Kent!")

"Down Went My Sweet Robin in Prayer!"

—B. H. Wilson in *Puck*.



Who makes the two blades of grass to grow
Upon some waste place sad.
Might benefit, yet how not know
To make one waist place glad.

—*Philadelphia Transcript.*

First Railroad Man.—“How many children have you now?”

Second R. M.—“Thirteen.”

First R. M.—“Goodness! I think it is about time you put on the heir brakes”

“Answer me, Clara,” he said in a moment of passion; “I can bear this suspense no longer—.”
“Answer him, Clara,” echoed the old man in the hall, thinking of the gas and coal bill; “I can bear this expense no longer.”—*N. Y. Mercury.*

If.

Aunt Mary—Poor Bess, does your tooth ache yet? If it were mine, dear, I’d have it out at once.

Bess—If it were yours? Well, auntie, so would I!—*Puck.*

Pat.—This is a great scheme.

Bridget—Plawat is?

Pat.—I see that a man can get a post office money order for one hundred dollars for forty-five cents. I have a dollar left, and I’ll git sum av thim ordhers this very day and sthert in business again.—*Jacksonville Critique.*

“Don’t you give any premiums for twins?” asked the anxious-looking man who had edged his way through the crowd in front of the railing behind which sat the judges at the baby show.

“No, my friend,” replied one of them. “We have thought it best not to offer premiums for twins. Here is the premium list. You can see for yourself.”

“I didn’t know but you might have a consolation purse to offer,” said the anxious-looking inquirer, edging his way out of the crowd again.

“Begosh,” said the retired blacksmith, “this here etiquette book says a man must go naked all the morning!”

“Let’s see, Josh” said his wife. “That’s so,” she murmured, in a troubled way, as she read, “Gentleman should not dress until dinner time.” “Well, Josh, we never could be tony, nohow.”—*N. Y. Mercury.*

No Place of Refuge for him.—St. Peter—Who are you?

New Arrival—I am the soul of an umpire. I was disemboweled while umpiring a game between the New York and Chicago teams.

St. Peter—Which side did you favor?

New Arrival—The Chicagoans.

St. Peter (savagely)—Go down below.—*Munsey’s Weekly.*

The revival meeting was at its height and one of the brethren was laboring earnestly with a young man in a back seat.

“My friend,” he said, “is there any reason why—by the way, may I inquire what is your trade or occupation?”

“I am a conductor on a horse railroad.”

“Brethren,” said the good man, raising his voice, “I must have some help on this critter.”—*New York Mercury.*

The Matter With Base Ball.

Foreign Visitor—I understand that your national game, baseball, is not so popular as it was. Why is that?

American—Well, you see, it’s this way. When you bet on a baseball game you have to wait all the afternoon for the result, but when you bet on a horse race you can lose your money in two minutes.—*Good News.*

He Tried a Conundrum.

It was 11:30, but the young man could not tear himself away. In one of the pauses of the conversation the sound of snoring in some of the upper

rooms reached the cozy parlor, and his facelighted up with the joy of a sudden discovery.

"Miss Chuckster," he said, "why is your house like a good line of railway?"

"I cannot imagine, Mr. Hankinson."

"Because it is well equipped with sleepers."

"Ha! Very good, Mr. Hankinson. Do you know why you are like a railway from Potato Hollow to St. Louis?"

"No. Why?"

"Because," answered Miss Chuckster, sweetly, "you don't seem to have any terminal facilities."

—*Chicago Tribune.*

—•—
The Reason.

"Mrs. Newrich is getting very upish."

"Indeed?"

"Yes, she passed me on the street to-day and did not recognize me."

"Were you becomingly dressed?"

"I should think so, I had on my invisible green."

"Your invisible green? How did you expect her to see you?"

—•—
They Weren't His Mules.

I was in the smoking car of a train on the Louisville & Nashville road, running from Decatur to Montgomery, Ala. Just as the train started a man came bouncing in, breathing hard and evidently pretty well tired out. After sitting down for a couple of minutes he rose and came over to me. We were alone in the car.

"Stranger," he said as he sat down in half of the seat, "I am dead broke and want you to pay my fare to Guntersville."

"Very well, here's the change, and you can hand it to the conductor."

"Thanks. I see you have an overcoat lying on the seat. Would you have any objection to my slipping it on for five minutes?"

"None at all."

"You are very, very kind. Suppose we exchange hats for a minute?"

"Certainly."

"Now lend me your glasses and that book."

"Here they are."

He had just got settled when the conductor came in. The stranger said "Guntersville" and handed out the fare, and the official received it and passed out. The man hadn't another word to say until the whistle blew for his station. Then he got out of the overcoat, handed over the other effects, and shook hands and said:

"I can't tell how much I thank you. They weren't two minutes behind me."

"You were fleeing, eh?"

"I'd run two miles."

"And the—the cause?"

"Couldn't prove my ownership to a \$250 mule team. Good-bye, old chap. If you ever go into mules and get brought up short, send for me."—*Detroit Free Press.*

—•—
The Crows and the Farmer.

The farm-house was cozy and sweet as could be. The green fields and orchards were pleasant to see—

Then why, do you think, was the farmer so glum? His good wife looked out, saying, "Why does he stand

Like a stock or a stone, with the hoe in his hand, When it's supper time, quite, and the cows haven't come?"

The farmer stood thinking, "There's nobody knows

The life a poor farmer is led by the crows!

It's much if they leave me a morsel to eat.

'Twas the peas, and the beans, and the oats, and the rye;

They didn't spare cherries enough for a pie, And now I'll be blest if they're not at the wheat!

"And I really believe that before I am older

They will come to that scarecrow, and light on his shoulder,

Or build them a nest in the crown of his hat!

If I live till to-morrow, we'll some of us see—

I'll take the old gun, and hide up in this tree.

I've buckshot enough; we'll try how they like that!"

How they liked it, however, he was not to see.

Though all the next morning he hid in the tree.

Not a crow was on hand, save one wary old scout,

Who crept through the bushes, flew close to the ground,

And took word to the flock, "The old gentleman's 'round

With a gun in his hand, and we'd better clear out!

"When he puts up a scarecrow we're certain at once,

And if we were not we should each be a dunce.

That there's lots of good eating, and nothing to pay;

But a man with a gun 's so unpleasant a sight

It destroys the most ravenous crow's appetite.

And when we're not hungry, pray why should we stay?"

—*Margaret Vandegrift, in November St. Nicholas.*

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QUEER RAILROAD LAWSUITS.

A WIDOW'S COW, A GIRL'S DOWRY, A FARMER'S INSURANCE, A COSTLY ENGLISH MALADY.

"I have been for twenty years counsel for railroads defending suits for damages resulting or alleged to have resulted from some fault of a railroad company or its employés," said a well-known New York State lawyer, "and have had to contest some most ridiculous and novel claims, but no matter how ridiculous the claim, I have never yet known a jury composed chiefly of farmers to fail to render a verdict against the railroad. I remember a case, for instance, in a central New York county, where a farmer's wife was the plaintiff. Her husband was killed by the cars, and the company paid the widow the statutory amount of damages, \$5,000. It seems that the farmer had a cow which was a valuable one. The butter made from this cow he had contracted to deliver for one year to a village merchant for \$100. The cow was eccentric, and would permit no one to milk her but the farmer. His death, therefore, left his widow in a predicament. The cow had to be milked or sold for beef, and the widow did not want to sacrifice so valuable a beast in that way. All friendly overtures to induce the cow to let herself be milked, failing in their object, she was hobbled and secured with ropes and enforced milking attempted. The animal in

her struggles to prevent what she doubtless considered an outrage, injured herself so badly that she had to be killed. The widow thought the matter over, and became convinced that the railroad company was responsible for the death of the valuable cow in having killed the only person who could handle her, and that it was also liable for the \$100 the cow would have brought in by the sale of her butter for that year. The worthy woman found a lawyer who agreed with her, and suit was brought against the company to recover \$100, the value of the cow, and \$100 for the butter she was to have produced. The jury was one in which the agricultural idea predominated, and the widow got a verdict for \$200 and costs.

In the same locality a well-to-do young farmer was engaged to marry the daughter of a farmer in a neighboring town. There had been some objection on the part of the girl's father, to the marriage, but that had been overcome by the young man agreeing to settle \$1000 on the girl when she became his wife. On his way to the farmer's house on the day he was to be married, he was so badly hurt in a collision on the railroad that he died next day. The young man's only relative was his mother, and the railroad company set-

tled with her for the son's death. The father of the girl the young man was to have married, brought suit in her name against the company to recover \$1000, on the ground that by causing the death of his daughter's affianced husband, it had prevented the settlement of that sum on the girl. This case was tried before a jury necessarily mainly composed of farmers, and they promptly returned a verdict for the plaintiff. It is hardly necessary to say, however, that their judgment was subsequently reversed.

A similar case was that of a farmer who had neglected to renew the policy of insurance on his house, which was a fine one, the farmer being one of the richest in central New York. He started for town one afternoon for the purpose of renewing the insurance. At a railroad crossing on the way a freight train had been derailed, and the road was blocked so it was impossible for wagons to cross. The farmer waited for two hours in the road, and there still being no thoroughfare he returned home, intending to transact his business next day. That night, as fate would have it, his house caught fire and was destroyed with all its contents, the entire loss being placed by the farmer at \$8000, which I have every reason to know was not exaggerated. The farmer sued the railroad company to recover that amount, basing his claim on the fact that he was prevented from renewing his policy of insurance on the property by the accident on the railroad which barred his way to town, whither he was going for the express purpose of reinsuring. The jury found no difficulty whatever, in being of the same mind with the farmer, and gave him a judgment for \$8000 and costs. We had to try that case three times, and finally settled it.

"But people in this country who are always, for some excuse, seeking to bring a suit for damages against railroad companies have not yet been seized with a disease known in England as 'railroad spine.' The malady is not a very common one, though, even in that country, but it has been a very costly one to railroads there, as far as it has gone. This disease was discovered by a prominent London physician, who was a few years ago a passenger on a railroad train somewhere in England; and the car he was in jumped the track and jolted roughly along on the sleepers for a long distance before the

train was stopped. The physician found, a few days afterward that his spine wasn't acting exactly right, and finally it became so obstreperous as to not act at all. He became unable to attend to the calls of his profession, which, when he brought suit against the railroad company for damages, claiming that the jolting of the derailed car had disabled him, he swore yielded him \$200,000 a year. The suit resulted in a judgment in favor of the physician for \$250,000, the largest amount ever recovered from a railroad for personal damage. The affliction which had befallen the London physician became known as 'railroad spine,' and I know of at least three subsequent cases of it in England which have resulted in judgments against railroads in amounts varying from \$50,000 to \$100,000."—*New York Sun*.

Loaning Passes.

Roads doing business out of Denver east have been in the habit of late of issuing annual passes to passenger conductors on the mountain roads, the object being to create in this way a passenger agent on every train. Some of the men receiving such transportation had never had the honor of holding an annual pass before and some will not be troubled with one again soon.

The abuse of such transportation is not only dishonest, but it is a direct insult to the passenger departments of the roads issuing it. A prominent O. R. C. man running on one of the Colorado roads informed the writer a few days ago, that many of the conductors had "loaned" their annuals to friends who were going east.

We regret to publish things so disgraceful about railway employes, but our acquaintance with our informant leaves no room for us to doubt the truth of this statement. The passenger agents who issued these passes were only making an honest effort to get all the business they could, and it was an act which ought to be condemned by all honorable men for conductors to allow their passes to go out of their hands. There will not be so many annuals issued in 1891 as there was in 1890.—*Western Railway News*.

We sincerely hope that every such loaned pass will be detected and the pass taken up.

Today.

Oh, life it is sad and strange,
And love it is deaf and blind,
And the shapes of sorrow and change
Are always pressing behind!
If the tender impulse stay,
It is nipped by the frost of fate,—
So make haste to be kind today,
For tomorrow may be too late!

The eyes that crave for our smile,
Or ears for our kindly word,
May be closed in a little while,
And our loudest cries unheard,
Time mocks at our cold delay,
Death waits not, though we wait;
So make haste to be kind today,
Tomorrow may be too late!

—Susan Coolidge.

—•—
A "Bluff" that Didn't "Go."

A "trampish-looking" man was walking along a lonely road when his attention was arrested by the sounds indicative of human distress. Walking on a little farther and looking about cautiously, he saw an old fellow kneeling behind a tree close to a deep bayou. The old fellow was praying. "Lord," he supplicated, "Thou knowest that I have fought against this day—knowest that I have struggled to beseech Thee not to hold my soul accountable for something that my body is compelled to commit. I see no other course than to take the life which Thou has given unto me. I am going to cast myself into this water; and when they find my lifeless body, they will regret the cruel wrongs they have heaped upon me. They will not give me work, neither will they give me food. They know that I am starving, but not a 5-cent piece will they give me out of their hoarded wealth. So, Lord, I trust that You will not send my poor soul to torment for something I could not help. I—"

"Say, there!" called the traveler. The old fellow got up and began to look about him. "Did some one call me?" he asked. "Yes, I did," said the traveler, advancing.

"And what do you want with me?"

"I heard you praying, and I want to ask you what's the matter."

The old fellow took off his hat, glanced upward, and then placing one hand on the traveler's shoulder said, "I am doomed."

"Why so?"

"I am starving and I have decided to kill myself."

"Oh, I wouldn't do that."

"Yes, I am determined to make way with myself."

"Having trouble?"

"Trouble! Why, man, I am starving. Oh, if I had only a dollar, I would not commit this awful act."

"Yes, a dollar sometimes does a man a monstrous sight of good."

"Then give me a dollar and I will not kill myself."

"I haven't a dollar, so you had better go ahead. Were you going to jump into the water!"

"Yes."

"Well, go ahead."

"I will, presently."

"No, go ahead now."

"What, do you want to see me die?"

"Well, rather. You promised the Lord that you were going to commit suicide, and I don't intend that you shall disappoint Him. Jump in."

"Oh, you surely would not compel me to do so rash a thing."

"Now, see here, old man, I understand you. You work the highway with this little game, and no doubt make a pretty good living. I haven't eaten anything but a hand-out for three days, and now, unless you give me a dollar, hanged if I don't throw you into the bayou and see that you do drown. Hear me?"

"I tell you that I have no dollar—that I am suffering for money this instant."

"All right, in you go."

"Hold on. I might get you a dollar if you will give me a chance."

"I am giving you a chance. Hand out the dollar."

"Let me go down the road a piece and perhaps I can borrow it."

"Oh, no, I never do business on borrowed capital. All my transactions must be on a solid basis. Going to hand out that dollar, or shall I throw you in?"

"If I only had a little time to reflect."

"You've had plenty of time."

"Think of my children."

"You ought of thought of them when you were telling the Lord that you were going to drown yourself."

"The Lord knew that I didn't mean to kill myself."

"Then you acknowledge that you are a fraud?"

"Sorter."

"That you make your living by pretending that you are going to kill yourself."

"Yes."

"All right. I think I'll be doing the traveling public a great service by drowning you. Now, if you want to pray, without any flirtation business, go ahead."

"Look here, I believe I have got just one dollar."

"Well, hand it out."

The old fellow gave up a dollar, and the "trampish-looking" man strode away, whistling a sweet tune of contentment.—*Arkansaw Traveler.*

In the Matter of the O. R. C.

In discussing subjects of interest to the different organizations of railroad men, the *Federationist* wishes to be distinctly understood as being governed "with malice toward none and charity for all." And with this understanding and in this connection we wish to say a few words to the organization known as the Order of Railway Conductors: It is, raining gentlemen, you had better come in out of the water or you may get wet. There will come a time, and not far in the future, when you will see the facts as they now exist although you now see as through a glass—darkly. In the past year the Order of Railway Conductors has been re-organized by a few men for personal gain, and the men who compose the rank and file of the organization are being blindly used as tools for the personal gain of the few chiefly concerned in the manipulation. These may be hard words but they bear the merit of truth. The Brotherhood of Railroad Conductors is a Brotherhood in all respects which the name implies; protective, benevolent and conservative. Manly enough to protect themselves from imposition, and conservative enough to command the respect of even its enemies, it is the coming order of railway conductors of the country, and our friends of the O. R. C. lack a proper appreciation of the benefits of organization if they do not desert the sinking ship which might have been saved by a competent commanding officer, and come into its safe harbor. We know that the O. R. C. is receiving many words of commendation for its "manly stand," its "protection of the rights of the company," its "loyalty to employes," etc., etc., but it is noteworthy that these honeyed words come from the very parties who expect to reap a benefit from said

"protection" and "loyalty," and we are very sorry to say that they number among them one very high in the counsels of the O. R. C. If the O. R. C. knew the treacherous nature of the ground upon which they stand to-day, Calvin S. Wheaton would not be able to repel the attacks of a setting hen to-morrow—so far as organization according to his ideas are concerned.—*The American Federationist.*

Three years ago the Brotherhood of Locomotive Engineers would hardly listen to any proposition to federate with other organizations. Two years ago the cause had very few followers at the Richmond convention. A year later the question was brought before the National Convention in this city and came very near being adopted. Some knowledge of the working of federation under the Supreme Council had been had, and all the Western men were in favor of it, but the Eastern element proved too strong for them. For three years the cause of federation had been gaining friends among the engineers, but the action of the delegates at the convention this year proved that the cause had lost many of its friends.

There must be some reason for this. We believe that jealousy between the grand officers of the B. of L. E. and the members of the Supreme Council had something to do with it; but we believe we can give a better reason for the engineers refusing to federate. Just this: The engineers don't want to be forced into a fight every two weeks, which may be brought about by such labor leaders as Lee, who caused so much grief on the New York Central recently.

Many of the engineers claim also that the action of the switchmen in going out on a strike without consulting anyone would be greatly detrimental to the interest of the brotherhood. We are not losing faith in federation, but we can scarcely blame the engineers for refusing to federate with organizations which would only increase their troubles. What we would recommend is a federation of trainmen and enginemen, and stop at that.

All organizations, members of the federation, governed by what is known as the Supreme Council, should be made to live up to the laws of the organization. This will inspire confidence and encourage other organizations to join the federation.—*Western Railway News.*

Judge Not.

Judge not; the workings of his brain
 And of his heart thou canst not see;
 What looks to thy dim eyes a stain,
 In God's pure light may only be
 A scar, brought from some well-won field,
 Where thou wouldst only faint and yield,

The look, the air, that frets thy sight,
 May be a token, that below
 The soul has closed in deadly fight
 With some infernal fiery foe,
 Whose glance would scorch thy smiling grace,
 And cast thee shuddering on thy face!

The fall thou darest to despise—
 May be the angel's slackened hand
 Has suffered it, that he may rise
 And take a firmer, surer stand;
 Or, trusting less to earthly things,
 May henceforth learn to use his wings.

And judge none lost; but wait and see,
 With hopeful pity, not disdain;
 The depth of the abyss may be
 The measure of the height of pain
 And love and glory that may raise
 This soul to God in after days!

—*Adelaide Proctor.*

A Race with Idaho Robbers.

JOAQUIN MILLER RELATES AN EXPERIENCE
 OF HIS YOUTH.

I was lying ice-bound at Lewiston, Idaho. Men wanted to send money below to their friends or families; merchants, anticipating the tremendous rush, must get letters through the snow to Walla Walla. Would I go? *Could I go?*

The snow was deep. The trails, over open and monotonous mountains, were drifted full. Could any living man face the drifting snow and find his way to Walla Walla? At first the merchants had tried to hire Indians to undertake the trip and deliver their letters. Not one could be found to go. When the storm abated a little, the men who kept the ferry across the Shoshonee River scraped off the snow, and cutting down the upheaved blocks of ice made it possible to cross with a horse.

At first I meant to carry only letters. But having finally consented to take a little gold for one merchant, I soon found I should lose friends if I did not take gold for others. The result was that I had to take gold worth nearly ten thousand dollars.

A few muffled-up friends came down to

the river bank to see me off. It was a great event. For two weeks we had not had a line from the outer world. And meantime the civil war was raging in all its terrible fury. As I set out that bleak and icy morning, after I had mounted my plunging pony I saw in the crowd several faces that I did not like. There was Dave English, who was hung on that spot with several of his followers, not forty days later; there was Boone Helm, hung in Montana; Cherokee Bob, killed in Millersburgh; and also Canada Joe. This last lived with some low Indians a little way down the river. So when he rode ahead of me I was rather glad than otherwise; for I felt that he would not go far. I kept watch of him, however. And when I saw that he skulked under the hill, as if he were going home, and then finally got back into the trail, I knew there was trouble ahead.

But the "Rubicon" was now behind. My impetuous horse was plunging in the snow and I was soon tearing through the storm up the hill. Once fairly on my way I looked back below. Dave English and Boone Helm were bidding good-bye to two mounted cow-boys at the ferry-house. Ten minutes later, as I looked back through the blinding snow, I saw that these two desperate fellows were following me.

True, there was nothing criminal in that. The two highwaymen had a right to ride behind me if they wished. And Canada Joe had just as good a right to ride ahead of me. But to be on a horse deep in the blinding snow and loaded down with gold was bad enough. To have a desperado blocking the narrow trail before you with his two friends behind you was fearful!

I had two six-shooters close at hand under the bearskin flap of my saddle-bag where the gold was. I kept my left hand in my pocket where lay a small six-shooter warm and ready. Once, as the drifting and blinding snow broke away up the mountain, I saw Canada Joe with his head bent down in the storm still pushing on ahead of me at a safe distance. A few moments after, as I crossed and climbed the farther bank of an ugly cañon, the two robbers came close enough to hail me. One of them held up a bottle. They evidently intended to overtake me if they could, and profess to be friendly. This I must not allow. I urged my ambitious horse to his best. But, to my dismay, as I hastened

up a narrow pass I found that I was not far behind Canada Joe. This low-browed black fellow was reported to be the worst man in all that country. And that was saying he was bad, indeed.

I was in a tight place now, and had to think fast. My first plan was to ride forward and face this man before the others came up. But I was really afraid of him. It seemed a much easier task to turn and kill the two rear men and get back to town. But, no! No! All this was abandoned almost as soon as thought of. In those days, even the most desperate had certain rights which their surviving friends would enforce.

I was now but a few hundred yards behind Canada Joe. So far as I could find out, the robbers were closing in on me. But we had ridden over the roughest part of the road and were within a few miles of high plateau, so that the wind was tearing past in a gale, and the drifting snow almost blinded me.

Suddenly I had a new thought. Why not take to the left, gain the plateau by a new route, and let these bloodthirsty robbers close their net without having me inside? I rose in my saddle with excitement at the idea, and striking spurs to my brave horse, I was soon climbing up the gradual slope at a gallop. Ah! but I was glad! Gallop! gallop! gallop. I seemed to hear many horses! Turning my head suddenly over my shoulder, I saw my two pursuers not a hundred yards behind me. They shouted! I was now on the high plateau and the snow was not so deep. Gallop! gallop! gallop! Canada Joe—thank Heaven!—was away to the right, and fast falling behind. Gallop! gallop! gallop! I was gaining on the robbers and they knew it. Fainter and fainter came their curses and their shouts.

And then: Whiz! Crack! Thud!

I looked back and saw that they both had thrown themselves from their saddles and were taking deliberate aim.

But to no purpose. Not one shot touched me or my horse, and I reached the first station and finally, rode into Walla Walla, with my precious burden, safe and sound.
—From December *St. Nicholas*.

A Perpetual Fire.

In the Peninsula of Abeheron, in the Province of Schirwan, formerly belonging to Persia, but now a part of Russia, there is found a perpetual, or, what the natives

call, an eternal fire, which is known to have been burning 2,000 years. It rises with a constant flame from an irregular orifice of about 12 feet in depth and 120 feet in width. The flame rises to a height of six or eight feet, unattended with smoke or disagreeable smell, waving back and forth with the wind, like a field of golden grain.—*St. Louis Republic*.

B. of R. T. Convention.

ADDRESS OF S. E. WILKINSON.

Mr. Chairman, Ladies and Gentlemen:—

It gives us a great deal of pleasure to-night to have the opportunity of meeting in this land that is noted for its sunshine, its flowers, its beautiful women and the genial warmth of friendship that is extended by the true Californian. He is known by his appearance and by the genial and cordial manner in which he clasps your hand. While we have traveled a long distance to be here, it is that we may show you by our appearance and deportment that we belong to an organization of progress, an organization that is doing a good work for the benefit of the railway trainmen of this country, but I will detain you but a short time with its history, because it represents only seven short years. This is the first convention held under the auspices of the Railroad Trainmen. The organization was formerly known as the Railroad Brakemen, but we believed in our council of a year ago that we had perhaps outgrown that name, as we had by diligent labor been able to raise some of the brakemen to higher positions, that of conductor and a great many other positions having been given him through the influence, as we believe, of our organization. While in its beginning it numbered only eight men, in its existence it has numbered some 25,000, and a great amount of good has been done. We call your attention to the fact that in a short period of time one and one-half millions of dollars have been given to the widows and orphans of the maimed and deceased railroad men of this country. When we take into consideration the fact that our sister organization in its twenty-four years has only been able to pay its beneficiaries a little over three million. I don't believe we need have shame mantle our cheek for the great work done in the name of charity.

It is not necessary for me to tell you that the life of a railroad man, especially

of a brakeman, is a specially hazardous one, because those of you interested enough to read the news given you day after day, already know of this fact. But you don't see any broad headlines of a terrible accident where only a brakeman or two were killed, but you will find it away down on the margin of the paper, only another brakeman added to the list, but let a passenger on a railway train meet with accident or death, and there are great headlines on the face of the paper, telling you of the accident that befell him. We are entitled to a great deal more recognition than we have received in the past. Week by week and year by year we are gaining it. We are attempting, as your Mayor said to you to-night, to educate the brakemen that they may fill other positions which they are competent and qualified to fill if opportunity offers. Perhaps within the reach of my voice a brakeman sits who is liable, if diligent and faithful, soon to be advanced to a General Manager. Our hopes are bright and our aspirations very high. You have heard a great deal about labor organizations. About officers that are identified with railroad organizations. Dynamiters they are sometimes called, and I would like to have you glance upon this platform and you can see the representatives of the railway train men, and to ask you to pass judgment. Do they look like a lot of men who came here for the purpose of desecrating your beautiful city? It has been said on a good many occasions that all we had to do was to draw our salaries, order strikes and smoke good cigars. But there never yet has been credited one strike to the great Brotherhood of Railroad Trainmen, and we hope that there never will be, and we want to say to-night that there never will be if the General Managers will only come half way, and will open the door and give us an opportunity to get on the inside.

While our organization sets entirely aside questions of politics and religion, we have every reason to believe that the railroad men of this country have commenced to realize that it is necessary to take a little bit of a part in politics, and to vote for the right kind of a man. Why? We believe our lives are just as good and just as valuable as those of other American citizens, and we want to vote for men that will make laws to protect us and our families. We want a law that can

be made universal in this country, that will not cause 20,000 cripples to be made every year and 2,500 brave men to be laid away in the cold, silent grave, by death-traps used by railway corporations. We appeal to the citizens of Los Angeles, and the great state of California, with our hearts and our hands, to call upon your legislature to pass a law in this state that will make it a crime to kill a railroad man, even though done by his co-employé.

You have heard a great deal about railroad brakemen. It often used to be said that all that it took was a suit of clothes and a great big drink of whisky to make a good brakeman. We don't have to be fired with any of that kind of ardor any more. Those days are gone, and to-day we are using our influence to shut up the rum shop by not patronizing it.

I want to take into consideration one or two things of a great deal of interest to the railroad men, and to all men in this country. One of the greatest objects of railroad men at the present time has been to come a little closer together. They have been identified with one another, and their closer relationship to-day has been brought about by something called federation. It is composed of one fireman, one brakeman, one conductor, and last but not least, one switchman. They have all been taken up until we have an organization that is known as the Federation. You have heard a great deal of talk about how, when these railroad men got Federation, why all they will have to do will be to go into the office and say to the General Manager, "You can have the title but we will run your road." That we are going to have things our own way, and not give anybody else even a chance. That has been very much misrepresented. I want to tell you that Federation means, if lived up to, that there will never be another railroad strike in America. It would not be necessary. Why? Simply because we are going to pass judgment upon these matters, and we are not going to allow any particular branch to ask what they are not entitled to, and all we want is an opportunity to live; a fair day's pay and a fair day's work; an opportunity to serve God, and to vote for the man who will look after and protect the widow and orphan if one of us should be taken off while performing our duty. How many of you have realized what it was to be a brakeman, an engineer or a fireman.

If you will take the statistics that were produced from 1860 to 1865, as you look over them at home, it is appalling to recognize the number of valuable lives that were lost on the battlefield to save the flag, but I want to tell you that you do not get an opportunity to get the statistics in regard to railroad fatalities. They have been kept from your gaze. When you are wrapt in slumber at home we have got to strain every nerve, and be ready for duty. We cannot afford to make any mistake, because your friend is intrusted to our care, your wives and your children, and if we make mistakes it is going to result fatally to them. There is not in the United States or the world to-day another class of people who are as great benefactors to the people of America as the railroad men of the United States. They toil harder and toil longer, and it is only within the last two or three years that they did not receive a smaller compensation than any other class of people, but we thank God that the Brotherhood of Railroad Trainmen has brought us strength to that we are satisfied in this section of the country.

You have heard a great deal said about capital antagonizing labor organizations. I want to be one representative to the great State of California to say to you all that that capital is not the greatest danger; that one of the greatest dangers does not emanate from capital, it emanates from the inside workings of the organizations themselves. Ambition to elevate; ambition that the human race seems impregnated with, to raise themselves up a little bit higher, no difference at what expense to any one else. It is an undeniable fact that all organizations suffer alike. I want to say to you that it is ourselves that are our own worst enemies and I hope that when we have convened in the city of Los Angeles that we may be able to meet upon the one common platform, as Brotherhood men, not only in word but in deed and action, and to make such laws as will benefit our Brotherhood, ourselves as individuals and our families.

A year ago, on the platform in the City of St. Paul, stood one of the brightest lights that the Brotherhood of Railroad Trainmen ever knew. To-night he sleeps out under the starlight in his grave; the first officer that has ever stepped down and out that has ever been identified with this organization, and when we started

upon this trip there were many of us that expected to shake him by the hand, but we will never have another opportunity. Others have gone over the same road, and we must all pass away, but I believe that that testimonial to his remembrance is due from the Brotherhood of Railroad Trainmen, because a great deal of its power and a great deal of its success belongs to him, and while we offer sympathy to his bereaved household we also offer sympathy to all the vacant chairs, and to all those who have spent the best part of their lives in the service and are now maimed and crippled.

Benevolence to world; because a railroad man would give anybody his last dollar; if he had it he would spare it: Sobriety at all times: Industry, because it is a matter of necessity. Unless you have a great deal of wit you have got to work. I thank you all for your kind consideration in listening to me. I want to say in conclusion that you will to-night hear a great deal that will be worth your consideration. Advice: take it, heed it, and accept, and may you all live and act while in this beautiful city that we can leave here and be kindly remembered, and should it be our good lot to come back to Los Angeles, that these people can extend the right hand of fellowship and welcome us all.

ADDRESS OF JUDGE J. G. M'GUIRE.

Mr. Chairman, Ladies and Gentlemen—

I regret exceedingly that our distinguished and eloquent Lieutenant Governor could not be here tonight to extend to you a welcome on behalf of the State of California such as I know would come from his heart, if he were here. But it affords me a great deal of pleasure, speaking for the state, and especially for northern California, in his place, to join most heartily in the welcome extended to you by Mayor Hazard, of Los Angeles. The hopes and aspirations of our country, the destinies of our civilization, are wrapt up in the great labor movement of modern times. There is throughout the civilized world a great labor problem, a problem that must be solved before civilization can have peace and proceed in her natural course of progress. It must be solved upon the lines and principles of absolute, eternal justice, and I understand the labor organizations demand nothing more than justice, and never have demanded more. That labor is suffering wrongs which ought to be righted; that there is a foundation

for nearly every claim made by labor organizations, and the denial of which causes laborers of various classes to band together for the assertion of their rights and defense of their cause, can not be denied. Labor produces the wealth of the world, and it produces the wealth of the world from the God given raw materials which come freely from the common Creator of mankind, to all men, for the satisfaction of their wants by labor and the supplying of their necessities. Primarily and of natural right, it would seem that labor is entitled to all the wealth which it produces. We have a condition of affairs by which, while the wealth of the world is produced by labor, for the creative plan knows no other means of producing wealth, yet the laborer gets but a small proportion of the wealth he produces, and in the absence of organization to protect and defend their rights, we know, and history proves that the share of the wealth produced which went to the laborer was getting regularly smaller and smaller as civilization progressed and as the wealth producing power of labor increased.

I shall not dwell upon these subjects, but confine myself to a few suggestions and give way to other speakers who follow me. I wish to say, that I believe that every demand made by labor is pretty nearly right. My reason is this: The greatest statistician that America has ever produced, the man now charged with collecting and procuring statistics upon the labor question throughout the union, a faithful and efficient officer according to my judgment, tells us that within the last forty years the wealth producing power of labor has been increased eleven fold, on an average, in all departments of labor, by the invention of labor machinery, and the increased intelligence of labor. On an average then, throughout the entire union, a man will produce as much wealth to-day with the aid of modern appliances and modern intelligent direction as eleven men could have produced forty years ago. Who gets the benefit? Where does it go? Has the condition of labor throughout the union been improved eleven fold, by reason of this improved power of wealth production? No; and until it has, labor has not secured its rights.

You are here, as I understand, to exchange thoughts and to legislate, so far as a civil and unofficial organization can legislate, upon the great questions of labor.

To consult and legislate upon the relation between capital and labor. I need not urge you to be moderate; not to take the first impression as conclusive, but to look behind the relations which appear to you when first glancing at the question of the relation between labor and capital. There are some capitalists that are oppressive. They are tyrants to be hated for their individual tyranny or oppression of their fellow men, and for their making property more to be respected than human life, but you must not deal with all capitalists according to the measure of justice that should be meted out to the individual tyrants and oppressors. Remember another consideration, too, that capitalists are victims of their environments, as you are victims of environments that are pressing you down. Bear in mind, that behind the capitalist, the true capitalist, I mean, there are other conditions that are largely forcing him to do what he would rather not do in dealing with you and in pressing you down. Treat him as a wronged and misguided brother, but none the less demand your rights and insist upon having them. Treat him as an enemy *per se*, but as a victim with yourself, living unfraternally to secure better conditions at your expense, whereas he should in brotherly affection come together with you to reason over conditions that are alike detrimental to him and to you. Call him into consultation and ask him to sit down and reason together over the situation. I was pleased to hear from the Grand Master of your Brotherhood the suggestion, that this organization is not favorable to strikes, except as a last and ultimate resort, and that as last resort, the immutable natural right of self defense may justly assert itself in strikes or in any form that may be necessary to preserve lives, or rights that are as sacred as lives. California looks upon you as earnest, zealous, temperate advocates of the cause and rights of labor, and every true hearted and true minded man within the borders of the state, hails your assemblage and welcomes you, and gladly will we watch your deliberations, in the earnest hope that they may be wise, and that their fruits may be great in establishing the natural, absolute and eternal justice, upon which this great labor question must finally be settled, and bidding you God-speed in the great work you have undertaken, let me say to you "Onward and upward," "Goodness is alone eternal; evil was not made to last."

Very Absent-Minded.

One of the most amusing cases of absent-mindedness on record, is that told on a certain famous professor of one of the northern colleges. He was one day in a book store, deeply absorbed in finding a work to prove some question in dispute. The store was well filled with customers, and as the professor started to leave, he stopped to shake hands with a few friends. Last of all he extended his hand to a sweet-faced lady near the counter, saying: "Good morning, madam. Your face looks very familiar but I am unable to recall your name." Absorbed in thought, he passed out, without waiting the lady's reply. She was his wife.

Cork oaks have been transplanted to California, where their raising promises to become an important industry. They produce there a cork of excellent quality. At present, however, practically all the cork used in America is imported from the Old World, where there are about three million and a half acres of cork oak forests producing profitable crops.

Items of Interest.

Prairie dogs are said to lack the sense of distance.

The first game of cricket was played in London in 1774.

In 1606 any one absent from church on Sunday was fined one shilling.

The most expensive fur is the Russian sable. For a single skin as much as \$150 is sometimes paid.

Roller skates were first patented by a London skater named Tyers in 1823 and his pattern had one line of wheels.

The largest gold mine in the world is said to be in Alaska. It is lighted by electricity and is run day and night.

The smallest known insect, the *piertonius putnamii*, a parasite of the ichneumon, is but one-ninetieth of an inch in length.

The average temperature at Sitka, Alaska, in winter, is 43 above zero. In forty years the mercury has fallen below zero but four times.

Different classes of substances have been found to affect the organs of taste in the following order: Bitters, acids, saline sub-

stances, sweets and alkalies. The taste nerves are nearly 2,000 times as sensitive to quinine as to sugar.

It is said that the postmen of London walk, together, something like 48,360 miles per day, a distance equal to twice the circumference of the globe.

The banana plant has been found to contain a greater quantity of pure fibre than any of the other numerous vegetable products used for paper making.

So far as examinations have proceeded the sea bottom between France and England has been found to be suitable for the construction of the proposed bridge across the channel.

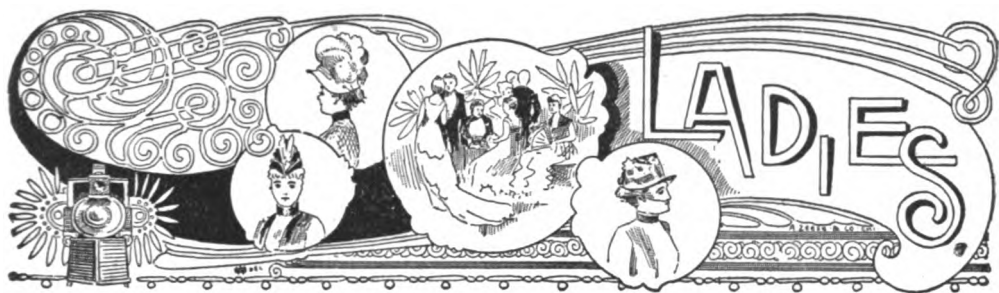
It is stated that the latest invention in clothing is that in which fine threads of cork are woven with silk or wool for the fabric, making it impossible for the wearer to sink in water.

Madame Rosa Bonheur lives in her chalet of By, at Thomery, near Fontainebleau. In her park, much of which is wild forest, she keeps a number of lions' whelps, a buffalo, some deer, and several Italian cattle. She has made a fortune in her art, and now paints only when she is in the vein.

The "barking sands" of the Hawaiian group, as described by a recent scientific investigator, are found in dunes and are apparently fragments of shell and coral, which, when disturbed, slide down the slopes of the dunes, emitting a deep bass note not unlike the buzz of a saw in a planing-mill.

Various new applications of electricity are reported from France. It is said that the government military workshops at Mendon are now quite busy with the manufacture of electric motors for use in balloons in time of war. The discovery is regarded as of so much importance that the operations now in progress are carefully guarded from the public.

The Hudson river tunnel between New York and New Jersey, work upon which was begun sixteen years ago, and which is to be 6,400 feet long, has at present been completed to the extent of 2,285 feet on the Jersey and 150 feet on the New York side. It has cost about \$2,000,000 up to the present time, and twenty lives have been lost in the work upon it—all on that memorable day in July, 1880, when the shaft plates gave way and flooded the tunnel.



WHICH IS WHICH?

BY ELLA RODMAN.

A very cheerful-looking upper room was pleasantly littered with all manner of pretty things pertaining to a lady's wardrobe; and two young girls, who were engaged in a valuable discussion of the various articles, harmonized very agreeably with the beauty around them. There were "loves of organdies" spread out on the bed, delicate lilac, and rose, and blue; "perfect" silks hanging over chair-backs, and a simple, but exquisitely beautiful bridal dress arranged in state by itself. Then there were mysterious-looking boxes, and parcels, and things for which it would be difficult to find a name, making the room look as though a dry-goods store had been suddenly emptied into it.

"There certainly is something very exhilarating in a quantity of new things all at once!" exclaimed one of the young girls, as she gazed admiringly upon the attractive paraphernalia. "It is almost enough, of itself, to induce one to get married. But after all, Jessie," looking around critically, "while all that you have is very pretty, and in perfect taste, there is nothing costly or elegant—I do not quite understand it."

The fair bride-elect blushed, as though suspected of a misdemeanor, while she replied quickly, "You know, Emma, that papa is not rich, and Herbert is quite a poor young clergyman."

"Yes, I know all that," said the damsel, decidedly; "but I also know that Uncle Bridges, who is rich, gave you a check for a thousand dollars, 'to be spent in bridal foolery' as he complimentarily termed it. Now, in looking upon your purchases, unexceptionable as they are, I see nothing like value received for the sum in question; and I ask what has become of the thousand dollars—or, at least, of five hundred of it?"

Jessie's pretty face was in such an evident state of confusion, that her cousin suddenly exclaimed, "I see land ahead, I do believe! Jessie Ingleson, you've given the missing five hundred to that imaginary little church that Herbert is so frantic to

have erected in the coal regions! You needn't deny it. I don't consider that the French Empress' appropriation of her diamond necklace for a school, or something, was anything compared to this—for diamond necklaces were comparative every-day affairs with her; but five hundred dollars is a sort of meteor that will scarcely cross your path once in a century!"

Jessie murmured softly, "'Neither will I offer burnt-offerings unto the Lord my God of that which doth cost me nothing.' Please do not say any more about it, Emma; Herbert approves of what I have done, and that is sufficient for me."

"Of course," returned Emma, mischievously, "thine handmaid only desireth to do what seemeth pleasing in the eyes of my lord. But really, Jessie, I think I must reconsider my hasty promise to make you an early visit at the rectory; for I have an unpleasant vision before me of sitting down at the dinner-table, fearfully hungry, in full view of my favorite chicken-pie, all impatience and expectation, when suddenly his reverence, for whom we have waited, makes his appearance from outside, saying, in a matter-of-course tone, as he seizes the chicken-pie, 'My love, there is a poor woman at the door, with a drunken husband and six small children, who says she has not tasted chicken-pie for a month! I am sure that, after that, you and Emma will cheerfully dine off the cold meat. I will likewise take the sweet potatoes, my love,' (another pet vice of mine,) 'as we shall find bread a very good substitute. When we give, let it be of our best.' Now, I can't help being hungry," continued the lady, piteously, and when I am hungry, I am cross; so I am afraid I should be very uncomfortable, and make every one else uncomfortable among such good people."

"I declare, Emma, you are really too bad!" said Jessie, laughing in spite of herself at her cousin's comical expression while delivering this tirade; "and I have a great mind to punish you by not allowing you to come to the rectory at all.

But here," she continued, as a servant entered with a large bandbox, "is something to divert your thoughts from your anticipated troubles."

Two exquisite bonnets of white crape, trimmed with lilies of the valley, and made exactly alike, soon sent the mercurial Emma into ecstasies of admiration.

"One for each of us, dear," said Jessie, with an affectionate kiss.

"You should not have done this," was the reply, "especially after the deficiency in your accounts; there, don't look so reproachfully at me, I promise not to mention the subject of accounts again. But do you know, you little idiot! that bridesmaids don't wear bonnets exactly like the bride? How, in the world, are people to know which is which? You must let me take out these lovely lilies, that look so pure and modest, and put in a staring pink rose, in order to notify a credulous, trusting public that I am not Mrs. Herbert Wylie."

"No, no!" exclaimed Jessie, eagerly, "promise me that you won't, Emma! You don't know," said the poor little bride, trembling all over, "how dreadful that first Sunday in our own parish seems to me. I fancy myself walking up the broad aisle with Herbert, and every one pointing and looking at me, as they whisper, 'There's the bride!' 'That is the rector's wife!' 'What do you think of her?' I know that my face will be the color of a beet, and I shall not know what I am doing. You must promise to be with me on that first Sunday, like a dear, good girl, and wear the bonnet like mine."

The "amethyst eyes," as her lover called them, were looking most beseechingly into Emma's dark orbs, who exclaimed in delight:

"What a head it is for plotting, to be sure! under those innocent-looking waves of auburn hair. Yes, my dear, I will enter, heart and hand, into your diabolical scheme; and I do devoutly hope that, as no one could possibly take us for twinsisters, there will ensue a most delightful state of confusion."

Jessie looked rather alarmed. "Do you think it would be wrong?" she asked, timidly.

Her cousin immediately assumed a solemn expression of countenance. "I always had a great admiration," said she, "for that woman who, being reduced to selling crumpets for a living, added to herself, after calling out her wares, 'I hope to goodness no one hears me!' Now, if you feel at all uneasy respecting the deception of your admirably-arranged plan, you can pin a slip of paper on your bonnet with the words, 'I am the bride—but please don't see this.'"

Jessie's pretty under lip had something of a pout, as she exclaimed, "I really th

it is very unkind, of you to tease me so; when I am going away, too!"

The wedding was over, and the wedding-trip which had occupied a blissful month, spent in lounging through quaint, Canadian cities, and dreaming on the beautiful waters of the St. Lawrence; and Mr. and Mrs. Herbert Wylie, with Mr. Allen Wylie, and Miss Emma Raybold—the brother of the groom and cousin of the bride—arrived at the rectory on Saturday evening.

Poor little Jessie dreaded the Sunday ordeal so intensely, that her mischievous cousin was quite moved in her behalf; and when service-time arrived, Mrs. Wylie appeared in her gray traveling dress and straw bonnet, trimmed with blue, and took her brother-in-law's arm, while Miss Raybold looked very lovely and bride-like, in the bonnet with lilies of the valley, and a white barege dress, with a mantle of the same, and coolly took possession of her new cousin.

Now, the Rev. Herbert had gone into such lover-like ecstasies over the becomingness of Jessie's traveling costume, that he innocently supposed she wore it this morning to pay him a particular compliment; he was also ignorant that it was not the custom for unmarried girls to attire themselves in bridal white. Thinking, too, that Jessie was particularly kind to Allen as his brother, she became more lovely than ever in his eyes; and the unsuspecting man walked blindly into the snare that these two artful girls had prepared for him.

A bright color glowed in Miss Raybold's cheek, and an enthusiastic young man declared that "she was a vision of beauty," as the party advanced to the rector's pew; but a mischievous light sparkled in the downcast eyes, as she found herself the object of curious, inquiring stares, that speedily assumed an admiring character. She knew that she was pretty, although by no means unpleasantly conscious of it; and this enabled her to bear with equanimity the wrapt gaze of a young man in the adjoining pew. She rather wished that he had not gazed at her quite so frequently, however; for, in the one glance he had directed that way, she saw enough to impel her to look again—but that was impossible when she was certain of meeting his eyes. He was first her *beau-ideal*—outwardly, at least; tall, fair, and aristocratic-looking—and Miss Emma was by no means as attentive to the service as she should have been.

Mr. Wylie was comparatively a stranger in the parish, having been there but six months; and all his doings, therefore, were still a subject of interest. People were unanimous in their praises of the bride; and not a few young gentlemen sighed that so fair a being should be appropriated. Some ad-

mired the sweet face of the quiet-looking little cousin; but it was generally agreed that she was a very pale star beside the moon-like bride.

As they returned to the rectory, Mr. Wylie, who had seemed to be looking for some one, observed: "I am quite disappointed that Frank Beechcroft did not come up to us after service, as I supposed he would have done. I wished particularly to introduce him to you, Jessie, for he is my pet parishioner, and has been of great assistance to me. He is a very gentlemanly, intelligent fellow, too. What is the matter, Emma?"

The damsel had heaved a deep sigh. "I don't know," she replied, "unless I am in love. Who is that nice-looking gentleman who sat on my right, and was so very devout and attentive?"

"The very friend of whom I was speaking!" exclaimed Mr. Wylie, with his face in a glow of enthusiasm. "I look upon Frank Beechcroft as a model man; he is superintendent of the Sunday-School; is devoted to the poor and sick in an unostentatious way; and yet he is the very incarnation of fun and frolic wherever circumstances warrant an outburst. We must have him at the rectory, Jessie, and let Emma give him some of her delicious music."

Allen Wylie was only a college-boy, rather at a loss what to do with himself, or his brother's fair guest, and far more disposed to devote himself to Jessie than to the bright and formidable Emma. The latter laughingly declared that he was too hopelessly "veal" for her to have any patience with him—and they seemed to enter into a tacit agreement to let each other alone.

The bride was not long without callers; each one of whom was apparently more astonished than the last to find that the bride was not the bride at all, but only her cousin. This ordeal was bad enough, to be sure; but Jessie felt intensely grateful that she had been spared that first Sunday appearance, for, by next Sunday, all wonder would have died out. The feminine portion of the community were now fully acquainted with the identity of Mrs. Wylie, as were also certain young gentlemen, who could scarcely conceal their joy at the discovery that the fascinating Emma was not forbidden fruit.

But Frank Beechcroft had no sisters to enlighten him, for his home was in a distant city; and on the very day after the arrival of the party at the rectory, he most unaccountably took himself off there on a visit of a week's duration. The young clergyman was considerably puzzled and disappointed; he had quite looked forward to displaying his prize to Frank, and he was the very one of all others who seemed to avoid them.

But the rectory became so transformed by the two bright presences that seemed to fill every

nook and corner of it, that the master found himself afloat in such a sea of happiness, as left him very little opportunity to trouble himself about secondary matters. Even Jessie displayed quite an elfish and mischievous propensity, incited and abetted by Emma; and with Allen's contributions from his college stores, the inmates of the rectory conducted themselves in such a manner as rather to astonish the head of the house, and gave people generally the idea that they were "having a good time."

The rectory was a very pretty picturesque-looking place, with its vine-shaded verandah, that was very aptly designated the "summer-parlor." A young man passed slowly by, one evening, looking lingeringly through an opening in the vines, where a bewitching vision in a white dress and scarlet shawl, that contrasted brightly with the rich coils of dark hair, presented itself.

"Why, Frank!" called out Mr. Wylie, "is that you? Do come and show yourself!" and he rose to welcome the expected visitor.

But the gentleman, raising his hat respectfully to the ladies, passed quickly on, murmuring something about "business," and "great hurry!"

"I am very much afraid," said Mr. Wylie, solemnly, "that Frank is in love."

A sort of hysterical giggle proceeded from Emma's direction; but the next moment she was commenting very calmly on the stars.

The morning after, Mrs. Wylie was considerably surprised by the abrupt entrance of her cousin in a glow of excitement, and looking her very loveliest. The jaunty little hat, with its rose-colored feathers, was a most becoming contrast to the dancing eyes beneath; and the white dress, with rose-colored ribbons, was exactly like Emma, for she understood dressing herself to perfection.

"Such an adventure as I have had!" she exclaimed; "I feel so delightfully wicked!"

Then, throwing her hat on the sofa, she continued, "You must know, Jessie, that I rambled off by myself to explore that delightful piece of woods just opposite the orchard; and I was enjoying the cool, fresh greenness exceedingly, and feeling quite good and sentimental, when I heard an individual, like one of the brothers in 'Comus,' wandering near me, and repeating poetry to himself. I could not distinctly hear the words, but they referred to some 'she' of whom the speaker professed to know very little, but who had evidently made sad havoc with him generally. Animated by the spirit of mischief, and just to see what effect it would produce, I repeated the words: 'She only said, my life is dreary.' The effect was not at all what I anticipated, being nothing less than the sudden apparition of that very good-looking Mr. Beechcroft, who glared at

me so wild that I believed I screamed, or did something foolish. You see I was reposing very comfortably on the grass, in an attitude that that rendered a speedy and graceful retreat out of the question; and I was, moreover, engaged in the infantile occupation of twining butter-cups into a wreath. Had I been a queen, he could not have approached me with more deference. 'Lady,' said he, in a most fascinating voice, 'do not be alarmed, I know too well what is due Mrs. Wylie to cause you any uneasiness.' I believe I sighed, (for the life of me I could not help it, Jessie,) and it all sounded so delightfully, like what you hear about French novels, (you know we were not permitted to read them,) where the heroes and heroines are always in love with other people's wives and husbands, that I quite held my breath in wonder as to what would come next. What *did* come next was, that the individual, after a prolonged gaze, (which I saw out of the tail of my eye) suddenly stooped, and kissed my lips in the most melancholy manner imaginable, and saying, as he did so, 'Farewell forever in *this* world!' seemed to vanish into thin air. I cannot imagine, I am sure, how he could suppose that a kiss was 'due Mrs. Wylie.'"

"Oh, Emma!" exclaimed her cousin, this is "really dreadful!"

"Isn't it?" continued the heroine, gayly. "Only fancy how Herbert will storm when he hears of this interview between Mrs. Wylie and Mr. Beechcroft!"

"Why did you not tell him at once that you are *not* Mrs. Wylie?" asked Jessie, rather indignantly. "It would save a great deal of trouble, besides putting at ease this man, who has evidently fallen in love with you."

"Because, dear," replied her cousin, demurely, "I do so love to be engaged in a little bit of romance; and I do not think that men who fall in love with people ever should be 'put at their ease'—it just spoils them. The unattainable is always most attractive, and should Mr. Beechcroft discover that there is only a plain, commonplace 'Miss' before my name, I am afraid his devotion would sink down to zero immediately. Only think of the fascinating enormity of his conduct; to lose his heart to the wife of the rector."

Jessie laughed a little at Emma's nonsense, but she did not feel quite easy on the subject. Allen came in just then to bid them good-by, as he was going back to college; and all conversation on the matter ceased.

The next day, at dinner, there was a very perceptible cloud on Mr. Wylie's face—he looked sad and troubled.

"Has anything occurred to disturb you, Herbert?" asked his wife anxiously.

"Yes," he replied, as though he scarcely knew how to begin it. "I had a very painful letter from Frank Beechcroft this morning, explaining his strange conduct, and informing me that he intends leaving the place at once. He is an upright, noble fellow, and I cannot blame him; but I would have given much if this had not occurred. He has told me everything."

Very much to his surprise, Jessie, who had turned crimson at the beginning of his speech, burst into tears, and suddenly left the table, while Emma sat there, pale and trembling, under a powerful effort to command herself.

"What does this mean?" asked her cousin anxiously. "Can it be possible that Jessie—"

A dreadful solution of his wife's distress rose to his mind, and almost maddened him; but, with a forced smile, Emma exclaimed:

"Don't be making mountains of mole-hills, Cousin Herbert; the whole affair, from beginning to end, is only a piece of girlish nonsense, as I will soon convince you. When I get through, you can give me a good shaking, if it will be any relief to you."

Mr. Wylie did not exactly administer the shaking; but he did administer rather a stern reproof, which Emma professed to laugh at; then, going in quest of Jessie, he found her such a wretched little bundle of tears and trembling, that he was obliged to take her in his arms, and soothe her with caresses and protestations of the most lover-like character.

His next performance was to seize Frank Beechcroft, just as he was packing his trunk with an air of the fiercest melancholy, and drag him, almost by the hair of his head, over to the rectory; where he was presented, in due form, to the wicked Emma, whose face burned painfully at the remembrance of that kiss; and then to the *bona fide* Mrs. Wylie, who looked so pretty in her confusion, that her husband thought it would have been an easy matter for the youth to commit himself as he thought he had done.

It took but a short time, after such a promising beginning, for Miss Raybold and Mr. Beechcroft to feel very well acquainted; and matters progressed so rapidly, that Mrs. Wylie was not at all surprised, when her mischievous cousin informed her, that she had given a promise to a certain individual to wear her bridal bonnet to church on the first Sunday after the ceremony that converted her into Mrs. Beechcroft.

Ladies, do you know that flour sprinkled on burning gasoline will soon extinguish the flame? I learned this from a friend who has tried it successfully.

F. J. BELKNAP.

Weariness.

BY ADA COBB, PENNINGTON, WIS.

(For the RAILWAY CONDUCTOR.)

I am weary, let me rest
 Underneath the budding clover,
 With my hands upon my breast,
 And the daisies bending over.
 Rest! the thought is wondrous sweet!
 Rest and peace, secure from sorrow
 And the tramp of busy feet,
 Rest that breaks not on the morrow.

I am weary, let me sleep
 With my hands upon my bosom,
 And I pray you let me keep
 In their grasp some little blossom;
 I have loved earth's flowers well,
 True is the friendship they have given;
 Will the flowers seem as fair,
 Blooming in the streets of heaven?

I am weary, let me rest,
 As a child with sorrow grieving
 Finds upon its mother's breast,
 Peace, in her great love believing,
 So to the green breast of the earth,
 Turned weary, tired and lonely,
 For the rest which I shall find
 Is on her gentle bosom only.

"Searching for Mamma."

The sorrowful songs have been sung, the tender prayers have been said, the last sad words have been uttered, all that love and sympathy and tenderness could suggest has been done for the wife and mother calmly resting in her satin-lined coffin under masses of beautiful flowers.

The mourners have gone out with aching hearts and tear-dimmed eyes. The hearse moves slowly away and the kindly neighbor women left in charge of the house go about softly putting things in order and speaking in an undertone, awed still by the majesty of death, although the one it has claimed has been carried forth. There is still that indefinable something in the deserted rooms that tells of the dread visitor.

Suddenly the door of an upper room opens and a sweet, childish voice says pleadingly:

"I want my mamma; I'm going to find my mamma."

"No, no, dear," says the nurse with a suggestion of tears in her voice, while she furtively wiped her eyes, "come with me, like a good girl."

"No, I want my mamma, I haven't seen my own mamma for two, free—oh, most four days. I'm going to find my mamma."

"But, baby dear, mamma isn't—she isn't—here."

"Where is my mamma, then? She is here, too. She's down in her own pitty room; I'm going to hunt for my mamma. Mamma! mamma! Baby wants you!"

In all this world of sadness and sorrow is there anything more sad, anything more pitiful, than the pleading, wondering cry of a little child, too simple to understand the mystery of death, and yet dimly comprehending that a change of some kind has taken place? Is there anything that touches the heart more deeply than to answer the pitiful, pleading questions: "Where is mamma?" "Why doesn't she come?" "She has gone away where?" "Won't she kiss me good-night any more?" "Can't I go up to Heaven and see her?"

The eyes of the little questioner open wide and there is a perplexed and dissatisfied look on her face, saying plainly that she does not understand what you mean by saying that "mamma is gone," that "God took her," that she is "up in Heaven now."

You try tearfully to make it plain to the child and to have her understand that she will see mamma again "sometime," but again the little voice says with pitiful petulency, "But I want my mamma now, and I'm going to hunt until I find her."

What a sorrowful, disappointing search it is! It ends in tears and heartaches, and it is long before even children understand that mamma will come no more to the little ones calling vainly for her. Everything is full of touches and suggestions of the mother who is gone. There are things that make her seem so real, so near. And so the baby goes hunting for mamma. May all such sorrowful little ones find their best mammas in the heavenly land!—*Detroit Free Press.*

The Little One's Rebuke.

There is a woman in this city whose wealth, position and goodness fill her life with social and charitable occupations. But for more than six months it has been impossible to procure her presence anywhere on Saturdays. She has told one or two intimate friends the reason:

"It was one day in the latter part of March that my little daughter, Constance, who is twelve years old, came into my room as I was hurriedly dressing to drive to a directors' meeting of one of the several charities in which I am interested. Her birthday had been the day before, and she had a game, one of her presents, in her hand.

"'Oh, mamma,' she cried, full of eagerness, 'this is the loveliest game; do try it with me.' Her request, in my haste and absorption, seemed in the highest degree trivial to me. 'Nonsense, Connie, you know I cannot,' I replied, rather

sharply; 'this is board day at the hospital, and I am shockingly late now.'

"I was standing in front of the mirror, and I saw in the glass how her face fell and the light died out of it. 'I wish,' she said, wistfully, 'you would sometimes have a day with me, mamma.' The child's speech went through me like a knife. I had never received so stinging a rebuke. Was it possible that in the pursuit of other duties I was neglecting the one that should be chief? My drive to the hospital that morning was full of serious introspection, and Connie has had her Saturdays ever since."—*New York Times*.

The "happy medium" is always safest, in matters of dress as well as in other things. The *fourreau* style of dress, in moderation, is undoubtedly graceful and becoming, if the figure and carriage of the wearer be graceful; but the exaggerated glove-fitting skirts that follow so closely the outlines of the figure as to appear literally molded to the form, are becoming neither from an artistic nor modest point of view, and the inevitable reaction is, to an extent, already apparent. Not that clinging effects are by any means abandoned, but they are adopted with more discrimination: it is evident that the study of the figure in profile is becoming more general.

Princess effects are very popular, especially for dressy wear and for heavy, rich materials. A pointed basque-front over a petticoat with slight drapery, combined with a trained princess back, is a favorite model for ceremonious toilets, the train cut in rounded shape, no plaits at the side-form seams, but two and sometimes three breadths of a different material inserted at the middle seam of the back, laid in closely overlapped plaits at the top, fastened on the inside, and spreading out into a fan-shaped train. A stately effect is imparted by the high Medici collar, often of gold lace, wired into shape, jeweled on the outside and lined with ostrich-feathers, and tapering to a point in front, and the full, high sleeves, of the material used for the petticoat.

A favorite arrangement for dressy short or demi-trained dresses is a princess front, extending only to the front side-gore seam, with a round waist at the back to which the full breadths of the skirt are attached in gathers, or with the upper edge doubled and forming a standing frill on the waist. This model is liked for a combination of cloth and velvet, the princess front and the back of the waist of velvet, and the remainder of cloth.

An untrimmed waist, excepting in the most ultra of tailor-made costumes, is a rarity. Ready-made garnitures of braid and elaborate passementerie are expensive, but there are many pretty garnitures that the ingenious

devotee of fashion can easily make at little expense. One of these is a plastron of heavy net embroidered with gold, silver, jet or steel beads, with a point reaching to the waist-line in front, and a shorter one at the back, and finished with a flaring collar, wired. To complete the set, there may be epaulets or deep-pointed cuffs. This will impart an air of distinction to any plain costume, and can be worn with different dresses. Square and pointed yokes, made of embroidered net, or of velvet seeded with jet, gold or steel beads, are also pretty additions to plain dresses.

The styles in removable collars and ruches are almost innumerable. Some for street wear are appropriately called "stocks," so high and stiff and unyielding are they, made of velvet, or cloth trimmed with velvet, with a plaited frill or narrow flaring collar at the top of a stiff standing collar, and a round or pointed collar at the lower edge, resting on the shoulders. Ruches made of a frill of doubled bias velvet, sometimes four inches wide, above and below a band of ostrich-feather trimming, tied in front with a bow of ribbon having ends reaching nearly to the foot of the skirt, are also worn with street costumes. These are in colors and black, black being admissible with a costume of any color.

Bows of black velvet ribbon, seeded with jet, are much used for garniture, on materials of all qualities, from gauze to cloth, placed wherever fancy may dictate. A large butter-fly bow at the foot of the skirt is considered very stylish.

The style of coiffure is distinctively different for house and street wear. For the street, the hair is almost universally worn in a twisted or braided knot, either just clearing the collar, or very low down if the lady be young. For house and evening wear, high coiffures are preferred for matrons, while young ladies most frequently wear the hair waived and carried loosely back to form a Psyche knot, the short hair falling softly and naturally over the forehead, or a short waived curl drooping in the middle. For the street, the uncurled bang slightly pointed in the middle is very popular. A unique style of coiffure has two loosely twisted knots, one in the nape of the neck, and the other smaller and almost on the crown of the head. All the hair is waived and combed toward these knots, only slightly waived natural-looking tresses falling over the forehead, with one decided curl in the middle.—*Demorest's Family Magazine*.

"THE HISTORY OF MARRIAGE" was most charmingly illustrated by the beautiful and artistic tableaux presented by the Massachusetts Woman Suffrage Association. The tableaux included

"Marriage by Capture," "Marriage by Purchase," "Roman Marriage," "An Ancient Jewish Wedding," "An American Marriage" (1614), "A Russian Wedding-feast," "A Dutch Wedding," "A Japanese Wedding," "Gretna Green," and "The Marriage of Stanley and Dorothy Tennant in Westminster Abbey." Several of these were faithful reproductions of famous pictures. "Marriage by Purchase" was a reproduction of "The Marriage Market of Babylon," painted by Edwin Long, the English artist whose picture "Diana or Christ?" was so much admired; "Roman Marriage" represented the wedding of Thetis and Pelus, and was an exact copy of one of the treasures of the Vatican; Makoffsky's famous picture "A Russian Wedding-Feast" was magnificently reproduced; and "A Dutch Wedding" was copied from Teniers' celebrated painting "A Peasant Wedding." The American tableaux represented the marriage of Pocahontas and John Rolfe; and among the "properties" used in it were a buckskin jacket trimmed with porcupine quills and a fringe of human scalp-locks, which was formerly the property of an Indian chief, and moccasins which once belonged to the renowned "Spotted Tail." A wealth of embroidery was used in the Japanese tableaux, "Gretna Green" was a charming bit of comedy, and the world-famous wedding in Westminster Abbey formed a beautiful picture. In most of the tableaux there was some action, in one, the wedding-guests dancing in the background. Mrs. Mary A. Livermore filled the roll of historian with her usual charming grace.

* * * *

Tableaux vivants are enjoying a renewal of favor as parlor entertainments, and several semi-impromptu affairs of the kind have been very successful. At one, mannerisms and personal peculiarities of the guests comprising the house-party were "hit off" most admirably, good-naturedly, but exaggerated, of course.

There was "The Kicker," who objected to everything, upon principle, but always came around to the right view at last; and the sudden transition from defiant countenance and attitude to an expression of acquiescence was most perfect. "A Pair of Spoons" served for two tableaux representing the male and female flirts of the party, who never could resist "casting sheep's eyes" at one of the opposite sex. "The Dictator" who was always sure his way was the right way, and everyone else was wrong, and had a peculiar way of enforcing his ideas by gestures, laughed as heartily as anyone at his own portrait; "Her Dearest" showed a young lady who affected æsthetic dressing, smiling in her mirror; and "Our Darling" was the gentle house-mother in

her favorite chair. She was the only one who represented herself and after being coaxed to do just as she was told, was the most astonished member of the party when the name of the tableau was announced by the one who acted as historian, who introduced each tableau with some expression of speech characteristic of the person represented.

* * * *

A "Spoon Luncheon" was the very novel entertainment given by a recent bride to the bridesmaids and ushers who were to attend the wedding. The table-cloth was white linen with delicate drawn-work, over pale blue satin, the china white-and-gold, crossed spoons made of forget-me-nots were in front of each place, and the central decoration was a mound of white and pink rosebuds, supported by china Cupids, each holding a large spoon made of forget-me-nots. The souvenirs were, for each lady, a silver spoon with the combined monograms of the bride and groom, and the date; and for the gentlemen, scarf pins shaped like tiny spoons, with a turquoise in the bowl of each.

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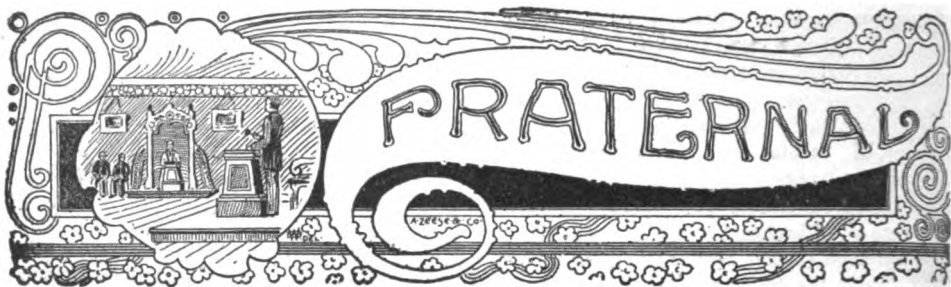
The bride-groom's wedding-ring is becoming of quite as much importance as the bride's, from a fashionable point of view. A quaint ring of some other mettle than gold,—iron and oxydized silver are specially preferred,—inlaid with a unique design in gold, and set with sapphires or other gems supposed to possess some occult charm to shield the wearer from harm, is the style of ring which the newly made wife now presents her husband to wear on his signet finger.—*Demorest's Family Magazine*.

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The wives of the railway conductors of Newark, Ohio, organized an Auxiliary to the O. R. C. Division at that place on November 5th. They were installed by the Grand President of Columbus, assisted by the officers of the division at that place. The ladies start out in their new work under flattering circumstances, as was manifest by the deep interest expressed by each and every one. They will be known as Newark Division No. 7.

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Sure death to the carpet-bug attends the application of the following preparation: One ounce of alum, one ounce of chloride of zinc, three ounces of salt. Mix with two quarts of water, and let it stand over night in a covered vessel. Next day pour it carefully into another vessel, so that all the sediment may be left behind. Dilute this with two quarts of water and apply by sprinkling the edges of the carpet for a distance of a foot from the wall. This is all that is necessary. Moths will leave, boxes, beds and any other resort which has been sprinkled with the solution, on the shortest possible notice, and nothing will be injured in texture or in color.—*Exchange*.



TRIP TO THE BLACK HILLS.

On the 27th of October, the correspondent in company with a friend left Chadron, Nebraska, for a visit to the Hills. We were obliged to be up for the train at 2:30 a. m. much against our principles, but when the sun began to peep above the horizon and the sky arrayed herself in her morning robe of rain-bow colors, we began to realize what we had lost by morning slumbers, and feel that we were amply repaid for the effort of a 2:30 exit. We traveled over a long stretch of broken prairie with the foot hills in the distance, while off to the left, at a distance of seventy or eighty miles we could see Harney's Peak whose summit was covered with snow. At eight o'clock we welcomed the whistle as we came steaming into the beautiful little town of Rapid City where we partook of a bountiful repast at the Hotel Harney, a beautiful brick structure three stories high and furnished with all modern conveniences. Rapid City is a place of three thousand inhabitants and has the most enterprising citizens of the Black Hills. It has four fine banks, a forty thousand dollar court-house, numerous brick business blocks, many elegant residences and fine stone churches that would do credit to a city three times its size. Here is where the state School of Mines is located. The Episcopalans are erecting a very fine school for the education of the Indians. At nine o'clock we arrived at Whitewood, the terminus of the road and what will be the junction of the Deadwood branch. It is a little village of three hundred inhabitants, located at the foot of the hills looking out to the north and east over a stretch of beautiful valley. Here we took passage on the old North Western Stage and went rattling along at a lively rate, being drawn by six fine horses. About two miles from Whitewood we passed through the deserted but picturesque village of Crook City which bears the name of one dead hero and once famous general. This village of perhaps twenty souls was in '76 a flourishing city of fifteen hundred inhabitants, and the center of mining interest. About a mile and a half beyond this we came to Gulch one of the

most beautiful pictures presented along this drive. We soon came to Centennial Prairie a beautiful valley bearing the name significant of the year in which it was first discovered and settled. We soon plunged into the pine forest and began meandering through the gulch and gradually climbing up, up until we were on the mountain, slowly winding around the side looking hundreds of feet below into the deep canyon where is seen the Whitewood Creek whose waters are almost a blood red, made so from the mining that is done along its course. We reached Deadwood at one o'clock and dined at the Key Stone Hotel which is presided over by the popular landlord, Mr. Keith. After a half hour's rest we started for the White Rocks which tower one thousand feet above the main street. The day was delightful and long before we got to the summit the heat of old Sol forced us to shed our cloaks. When about half way up the mountain we came to the cemetery where lies the remains of the notorious Wild Bill who wrung terror from the hearts of many of the early settlers in Deadwood Gulch. After an hour's hard climb we sat on the summit of the White Rocks. Off to the south, seventy-five miles, we could see Harney's Peak, the monarch of the Black Hills. Looking out over the Whitewood Valley we could see old Bare Butte standing alone in the midst of a luxuriant valley abounding in crops white for harvest. In every direction were peaks whose surface covers up immense beds of wealth which shall ere long make the Black Hills one of the most important and populous portions of the United States.

At four o'clock we made a trip to Chinatown for the purpose of visiting their stores. The first visited was Wing Tsue, a very wealthy merchant who spared no pains to show his goods. After some conversation and finding that we had taught the Chinese for several years, he invited us to call on his wife. He informed us that he paid three hundred dollars for her six years ago, in China, and brought her here to share American life with him. They have four clever little children, two

boys and two girls, who chattered away equally well either in Chinese or English. We found out that Wing Tsue with all his wealth and pomp, education and influence, is a polygamist. He has a small-footed wife in China whom he has left with his property. His American wife has medium-sized feet, or what they call large. The second wife must have large feet, so says Chinese law.

Wing Tsue has been a resident of Deadwood fourteen years, and is a kind of king among the Chinese population, which numbers about one hundred and fifty souls. The next morning we made our way to Lead City, by way of stage, the Deadwood Central trains having been abandoned for the purpose of relaying a third rail on the track which will be used by the B. & M. road as far as the toll-gate. This drive is a magnificent one in good weather, but the wind was blowing the dust a gale, and our experience up the mountain was anything but pleasant. We would have much preferred climbing the four hundred feet grade by train with the little engine puffing steam ahead, than to make the four miles trip in stage and the wind blowing forty miles an hour. We found Lead City a place of three thousand five hundred, full of life and bustle, and the streets thronged with pale-faced miners, who were off duty. The constant stamp, stamp, thump, thump, of the immense stamp mills is tiresome to strangers, while the inhabitants would feel nervous and restless from the stillness, were they to shut down. The gulch at Lead City is much broader than that at Deadwood, and the place does not seem so crowded. Our friend Mrs. S. R. Smith, one of America's most brilliant poetesses, accompanied us through the great stamp mills where we were shown the process used in the crushing of the ore. We were one day too early to see them "clean up" as they call it, therefore did not see the amalgam except on the boards where it is pitched up. From here we were taken to the hoisting works where the immense buckets of ore were being brought up seven hundred feet, it is there transferred to cars and is run several hundred yards over railroad to two immense crushers, which to us, resembled an old fashioned coffee mill on a large scale. We were then taken to see the mammoth pump, the finest piece of machinery ever in the Black Hills. The contract for its rock work alone was ten thousand dollars. We were from there shown through the foundry, blacksmith shop and pattern-maker's shop. We found Mrs. Smith one of the best guides. She was acquainted with all the men we met, and she spared no pains to show us everything of interest. We were shown through the Homestake Hotel, and the great Homestake store. In the evening

our hostess took us to attend a benefit for a miner's widow given by the Miner's Union. The house was packed to its utmost capacity. When we asked what the net proceeds were they astonished us by saying about five hundred dollars. One thing we found, that the generosity of the Black Hills' people is unbounded.

One very striking feature of Lead City which we cannot fail to mention was that all the saloons were closed. The trial came off that day and was decided against them. The next day we took our leave over the Black Hills and Fort Pierre railroad. We climbed up the side of the mountain to get to the depot, when once there we felt repaid for all the effort made. The view was fine and the picture presented was magnificent. At one o'clock under the guidance of conductor Charles Crist, we started for Piedmont. The ride is a very picturesque one, and any who visit the Hills cannot afford to miss the trip. We traveled about twenty miles over what is known as the "old wood road," that is the narrow gauge over which wood was hauled from the mountains to the Homestake mills in Lead City. This little road has been in operation for several years, and traverses the most picturesque part of the Northern hills. They whipped us around horse-shoe curve and across immense trestle bridges, and down steep grades. The highest on this road being two hundred and twelve feet. We stationed ourselves on the platform of the rear car, that nothing should be lost sight of. We waited anxiously to see Brownville. Imagine the surprise when we came to three or four tumbled down buildings, and the Uncle Sam Mine Mills. This mine is rich and in paying quantities, but is now shut down owing to their having to work it to a disadvantage. We next came to Elk Creek Station situated at the head of a large and beautiful canyon bearing the same name. The company has a large supply store at this place and immense saw-mills near by which makes it the principal point on the road. About three miles below, half way up the side of the mountain, is Elk Cave, hung with stalactites which shine like silver in the gas light. This cave is composed of various chambers, and has been explored between three and four hundred feet in the interior. Further down the canyon we came to the picturesque knife-blade rock which towers hundreds of feet above us, and stands out with its sharp edge toward us as we turn the curve. The day was a fine one, and the untiring patience of the genial conductor who answered numerous questions and pointed out places of interest, helped to make the trip over this road a most delightful one.

At four o'clock we reached Piedmont, a junction of the Fremont-Elkhorn Valley, whose train

we boarded for the Hot Springs, reaching there for late supper. We put up at the Minnekahata, one of the Spring's best hotels, and fared sumptuously during our short stay. This place is beyond description. A town, that in the past year has grown from a population of three hundred to one thousand five hundred, from a hamlet of shacks to a city of magnificent cut stone structures. Its scenery, natural curiosities, are beyond description. The state soldiers' home is located here. It is a magnificent four story cut stone structure, just completed. The Black Hills College is another imposing cut stone building, which is in operation, with a full corps of instructors. The Glespie hotel is a fine stone cut structure five stories high, and furnished with all modern conveniences. The Hot Springs hotel is another, of no less importance. The finest plunge bath in the world is under construction. The great Catholican springs sold a few days ago for one hundred thousand dollars. Here is also situated the Black Hills Chautauqua grounds, the most beautiful and romantic in the west. The baths here are not surpassed by any in the United States. The future of the Hot Springs is one of assured prosperity, and is to be the resort of the north west. For beautiful scenery, delightful climate, healthful baths, and pleasure, one does not have to seek the Rocky Mountains or the golden state of California. Go to the Black Hills of South Dakota and you will find all these and more. Our regret was that we had to make so short a stay where there was so much of interest to see.

M.

A Look Into the Past.

It may be of interest to some to know just how, where and when the O. of R. C. was founded. It was first organized at Mendota, Ill., on the 18th day of July, 1868, by J. C. Coleman and Daniel Elliott, of the C. B. & Q., Samuel Comstock and J. W. Seymour, of the I. C., and the following officers were elected:

J. C. Coleman, G. C. C.; Samuel Comstock, A. G. C. C.; Daniel Elliott, G. S.; E. A. Sadd, G. T., J. W. Seymour, G. Sentinel.

Four Divisions were organized at this time and were located as follows:

No. 1, at Amboy, Ill.; No. 2, at Galesburg, Ill.; No. 3, at Mendota, Ill.; No. 4, at Centralia, Ill.

The general superintendents of the roads where the members were employed shut down on the Conductors' Brotherhood, as it was then called, and broke up the organization in a very short time. But in 1868, some time in the fall, Geo. Z. Cruzen and A. G. Black, called a meeting at Columbus, Ohio, and reorganized it. There were fourteen delegates present from the following

roads: P. F. W. & C.; Cum, Val.; I. C.; I. & St. L. B. & O.; U. P.; D. M. V. and P. C. & St. L.

The following officers were elected: A. R. Church, G. C. C.; W. E. Griswold, A. G. C. C.; Joseph Packard, G. S. and T.

The above is from a letter from Brother E. A. Sadd, of Division No. 1, and if he is alive, he is the oldest member of the O. of R. C., living.

There is no record of the first five years. We next find them at Indianapolis, Ind., in 1872 with 23 divisions, and 1,000 members, and J. W. Hodges as G. C. C., with only 41 members insured. The next year, 1873, we find them at Pittsburgh, Pa., with J. W. Silsby in the G. C. C. chair, with 24 divisions. No report of insurance or membership. The following year they met at Baltimore, Md., with G. Z. Cruzen, in the chair, with 30 division and \$20.35 in the treasury, and about 1,200 members. Nothing is said in regard to insurance. If this don't tire you, I will give you more soon.

NEWT.

[Our correspondent is mistaken in saying there is no record of the first five years, as there is an almost complete record from the organization of the "Conductors' Union," at Amboy, Ills., to the present time. A portion of the records were burned at one time and it was only by a patient and painstaking search of eight years, that they were replaced.—Ed.]

McKEE'S ROCKS, Nov. 9, 1890.

Editor Railway Conductor.

With your permission I desire to monopolize a small space in the valuable CONDUCTOR. It has been some time since you have heard from McKee's Rocks Division 201 or the boys on the P. & L. E. railroad, the great O. R. C. route to the coke region. Everything is booming on the line and we have lots of work ahead. We are taking in new members every meeting and some of our Brothers stand in great luck among the oil derricks. Let us hope that they may strike a boomer. McKee's Rocks seems to be a new town since the O. R. C. was organized and the boys seem united.

The Brothers and their friends took part in a grand banquet, given at the Hotel Schlosser, on Sixth street and Pennsylvania avenue, Pittsburgh, Pa., on the evening of November 4, in honor of Brother Charles Deitrick, our retiring train-master, who has accepted a position on the B. & O. railroad. After a sumptuous dinner, Brother Deitrick's friends of the P. & L. E. presented him with a beautiful gold watch chain, and charm, with his monogram on the charm. It was a pleasant surprise. The invited guests were. Hon. E. Holbrook, Superintendent on west end B. & O.

railroad; Mr. J. B. Yohe, M. of F.; Mr. J. H. Crawford, Chief Dispatcher; Mr. L. H. Turner, M. of M.; Mr. W. Pitcher, Road Foreman of Engines; Mr. Wood, Passenger Agent; Hon. Dr. McCord, and other distinguished persons, who made the evening very pleasant. Hon. E. Holbrook made a splendid speech, in which he gave the boys of the P. & L. E. a good send off. Brother W. C. Irvin, our station master of P. & L. E. railroad, acted as master of ceremonies and was O. K. J. B. Yohe presented the watch to Brother Deitrick, making an elegant speech. L. H. Turner also made a few pleasant remarks.

Later in the evening Dr. J. P. McCord presented Brother Deitrick with a fine gold-headed cane, with his name and McKee's Rock Division 201 engraved on it, which was a "dead shot" surprise. F. Blackford, Superintendent Leadville Branch, better known as New Castle, made it very pleasant throughout the evening by his witty remarks. Brother J. Lenick missed his connection with the cable line and got lost in the big city. Brother C. Liney was called on, who did the State Line act. Brother Boate, of Division 229, was called on and made some good remarks about his meeting "Daniel in the Lions' Den," which caused laughter. Brother J. N. Bartlett, of Division 169, got left with his Leadville train a round trip. He was detained too long at the mouth of the Leadville Branch, playing that good old game, "one out and two back." That's the way he missed fun and has been kicking himself ever since. Brother F. R. McFeathers, Division 114, could not attend; had to stay at home to count the votes for Governor Pattison; was afraid he would get left at Dickerson Run. Mc won his point and that's O. K. R. Robinson, W. Dawkins, and W. Mack, three of the fast flyers and as good as can be found on the iron horse, were with the boys. These three flyers do not own their engines any more; have sold them to the P. & L. E., and you can bet that they know where to put it in her. Our friend Bob Robinson has his new fence built and has painted it out of a "jackpot," but did not have a pair on the night of the 4th, when our master of ceremonies called on him and Bob had to throw up his hand. I had to pass, but Brother W. C. Irvin picked it up for me and done first-class—just the man for the place. Brother J. K. Mackey was in luck, as our trainmaster put his three-wheel caboose in the shop on the 4th; that gave Brother Mackey a chance to attend and take the city in for a night or two. Now you can see him with a box-car playing between Youngstown and the Rocks. Of course he will call for a "show down." Brother Tucker stayed up all night counting Pattison votes. Mr. Reynolds, passenger conductor on the P. & L. E.,

made a very nice speech and did some good singing. We hope we will soon have the pleasure of hearing him sing again those good old songs, "Home, Sweet Home" and "His Aching Heart." Then Brother C. Deitrick made a splendid speech, and enthusiastically expressed his thanks to his friends, and hoped that McKee's Rocks Division 201 would always prosper. Then, after singing that good old song, "Auld Lang Syne," all merrily departed.

Yours in P. F.,

J. W. WRIGHT, C. C.

CHILlicothe, O., Nov. 10, 1890.

Editor Railway Conductor.

This article will probably open and close my official career as correspondent for your excellent journal. I do not desire, however, to retire from office and have it said that I have not earned my salary. December being nearly here some one will probably succeed me as correspondent, when it will be necessary for you to enlarge THE CONDUCTOR in order that you can publish the voluminous letters from Chillicothe Division 181.

I will not at this late day offer any excuses for my failure to discharge the duties of correspondent, nor will I make any promises for the future, provided I should be re-elected, which is rather unlikely.

In this communication I am pleased to record the promotion of our worthy Secretary, Brother C. H. Howard, to the position of trainmaster of the B. & O. S.-W. railroad. Brother Howard will be remembered as delegate from Chillicothe Division 181 to the Grand Division at Denver, Colorado. The writer of this article, after an acquaintance with Brother Howard of nearly twenty years, can and does cheerfully testify to the many qualities of both mind and character with which he is endowed and which will enable him to discharge the duties to which he has been called in a manner endearing himself to his superior officers, the general public and the employes immediately under his charge.

The question of federation being up for discussion, I will not close this article without first giving my views on this (to railroad men) all important subject.

Of all the plans proposed, that of system federation offers to my mind more reasons for its adoption than any other. First among these is the fact that under this system each order preserves its individuality, and cannot become absorbed by any other order, as is likely to become the case with any other system. Under system federation the trainmen are brought into closer sympathy with each other, and much of the bickering and petty jealousies now existing would be

done away with, and where this state of affairs now exists, under the ameliorating influence of system federation, harmony would reign supreme, a state of affairs desirable above all others. Then, again, the plan of representation is just, fair and equitable, the stronger organizations having no advantage over the weaker ones. It will be found that under this plan nearly every case of grievance coming up will be settled by the executive committee representing the order in which the grievance arose, and in but very few instances will it be necessary to call on the entire board.

After years of toil and labor, and having reached that distinction of being the first and foremost railroad organization in the world, a plan whereby we would lose this proud distinction and become absorbed by some other order, would be suicidal and not to be thought of. At all hazards we must preserve our organization intact.

In this same connection I wish to record my voice in favor of biennial sessions of the Grand Division. New divisions are being added, and ere long the expense attached to annual sessions will be more perceptible. It is not clear to my mind that a large portion of the expense occasioned by annual sessions could not be more profitably applied.

It seems possible to perfect a state organization that will largely discharge the functions of the Grand Division and lesson its duties when in session. Of course, no questions except local ones would come before the state organization, while all questions affecting the Order as an entirety would be reserved until the meeting of the Grand Division.

I also have a hobby about representation.

The plan I would suggest in place of the present system of electing delegates, would be to make the Grand Division delegation composed of the C. C., A. C. C. and S. C., each entitled to a vote in the Grand Division, either by person or proxy, the past C. C. to have a vote if present, but no proxy. Now for my reasons for what might seem a very radical change from the present one. It is to be presumed that in selecting your officers in subordinate divisions you choose your best men and by virtue of their office they are familiar with the wants of the Order and its wishes in all matters pertaining to legislation. When at the Grand Division questions sometimes come up on which the delegate has no instructions. He is then at a loss to know what course to pursue, and in many instances votes in a way contrary to the would-be wishes of his own division, if they were to hear the question; while under the plan above outlined, the three principal officers being present, they could consult with each other, and by reason of the number are less

error in recording their vote, and would in a majority of cases vote to suit their constituents.

I hope I have made myself plain in this matter and that others will discuss this subject through THE CONDUCTOR.

I have written this under many disadvantages, laboring under a severe cold, by reason of which I have but crudely expressed my ideas. But as I started out with the intention of making this the Alpha and Omega, I am,

Yours in P. F.

O. T. DEWEY

CHICAGO, Ills., Nov. 18th, 1890.

Editor Railway Conductor:

I noticed in THE CONDUCTOR of November first that in your reply to an editorial printed in the B. R. T. journal under the heading "Where Does The O. R. C. Stand" that you took the liberty of stating "that you believed I was to some extent misquoted" and the extent to which the misquoting is carried is such that it makes directly the opposite of what I said appear as my words. I will say right here and now that I never made any such statement as that ascribed to me, and any member of the O. R. C. or any other person who has ever heard me say anything at all on the subject will bear me out when I say that nothing that I have ever said could I believe be construed into even conveying that inference. I have made the statement both privately and publicly that I believed that a large majority of the conductors of this country both members of the Order and those who are not members, believe that Federation was just what we wanted and what was actually necessary for the welfare of all and the success of the organization as such, and I again repeat, that to-day more than at any time previous do I believe that a large majority of the conductors of this country, want something in the way of Federation; and I also believe that the only thing that will defeat Federation at the next Grand Division will be that—there being so many different ideas—they cannot settle down on any one plan that will be satisfactory to the necessary majority. This alone I believe will be all that will defeat Federation; and right here I might add a word for the benefit of all, that while every division of the Order is in a position to instruct their delegates positively on the matter of Federation I sincerely hope that no division will undertake to do anything of the kind. If any division wants Federation of any kind and desire to instruct their delegates instruct him to vote for Federation and don't tie his hands and bind him to any particular plan, for by so doing you are just as surely taking a long step in the direction of working against just what you yourselves want. The division, when

they elect a delegate for the purpose of representing them in Grand Division, should elect some Brother in whom they have confidence enough, to do what is right, and he certainly is in much better position to judge after hearing both sides of the question and the merits and demerits of all plans presented, than all the rest of the division who are not present and hear nothing of it. Now Brother Editor, perhaps you know as well as any member of the Order my private opinion in regard to Federation, but my private opinion don't amount to any more than any other member, and from knowledge which I have gained by traveling about I would be very foolish, to say the least, to make the statement which I am credited with making, "that at most, System Federation is the only thing the O. R. C. would sanction," for never having entertained that idea privately, it would seem out of line that I should make any such statement publicly. As to the editorial in the journal which you were replying to I have not been fortunate enough to see it, but I can see no reason for Brother Rogers asking any such question, and as has already been remarked I have no doubt that he can answer his own question and answer it truthfully and do the Order no injustice either. It seems potent to me that the disposition on part of some is to see that everything possible is done to belittle the O. R. C. in the eyes of not only members of the O. R. C., but those who might become members if let alone. If all would act with the spirit that F. P. Sargeant evinces by his utterances I don't believe that any such question would be asked and that the feeling instead of tending to keep apart would have a strong tendency to more closely unite the membership of all railway organizations. Life is too short to be spent in bickerings and we should all strive for the betterment of not only our own members but for the betterment of all mankind. And in this connection I believe that a better feeling exists to-day between the O. R. C. and the other organizations composed of railway employes than has existed for some time past and I also believe that this feeling of friendship has been the means of accomplishing a great deal of good in the past six months which—without having existed—would not have been realized. This of itself should be an incentive to all to continue as they have started and strengthen the feeling of friendship in every possible way, and without any feeling except that of the greatest good to the greatest number. I think it would look a great deal better on the part of Brother Rogers to reach out the hand of friendship to the O. R. C. instead of throwing all the stumbling blocks in their way which he can find. Now, I presume that some member of the O. R. C. will feel terribly hurt that Brother Rog-

ers should be asked to reach out a hand to the O. R. C., and if they do I cannot help it. What I have said in that respect I say not that I fear the O. R. C. would not be able to stand alone for she has stood alone for quite a number of years, but almost a year ago it was demonstrated that some other plan of action was necessary in order that the best results might be obtained, and now I ask in all fairness to all concerned if the disposition shown by Brother Rogers is such as will tend to make members of the O. R. C. feel that he is in sympathy with or willing to see them take the position which they undoubtedly will take regardless of Brother Rogers or anyone else. There is no reason why the O. R. C. should not be recognized as an organization which is worthy of respect, and while they would be glad of the respect, confidence and good will of all the other organizations, they are not likely to feel that they have it while such tirades are being made against them. It is hard work to make a man believe that you are his friend if you are constantly finding fault with everything he does or if he does not complete some certain action before he has it fairly commenced. In conclusion, let me say with all kindness, let the "dead past" alone, and from this time forward let us all, regardless of what organization we belong to, work for a closer and more united feeling and action and if we will move to that end I have no fear of the outcome, and it will not be necessary to ask, "Where does the O. R. C. Stand?" Yours truly in P. F.

C. H. WILKINS.

[We think Brother Wilkins misapprehends the intent of the article in *The Trainmen's Journal*. We do not think it was written in any fault finding spirit or with any ill-will, but rather on an impulse, stimulated by the attacks and vociferous assertions of others, and without inquiry. The officers of the B. of R. T., as well as the *Journal* have been notably fair in their treatment of the Order since their St. Paul convention.—ED.]

ATCHISON, Kas., Nov. 20, 1890.

Editor *Railway Conductor*:

DEAR SIR AND BROTHER: As it has been some time since THE CONDUCTOR has heard from me, I concluded to trouble you once more. Carver Division is getting along all right, and the division is still here, but there are some of the members that live here in the town, and are in town on meeting Sundays who fail to put in an appearance in the division room. In fact I know some Brothers that could not work their way into the room, should the division be called to Order; they have the new work, and that is all—they couldn't use it, and if met by a strange Brother they could not

tell whether he was a member of the Order or not, if he did not show them some emblem or a card. Now, some of the Brothers ask the question: "Can't there be something done to compel them to attend?" I will answer right here; NO. They have the work, and pay their dues, and what are we going to do? You can lead a horse to water but you can't make him drink. Some of the Brothers speak of *Enthusiasm*, and some speak of one thing and some of another, but all I have to say is, if they don't want to come let them stay away; I earnestly hope, however, that they will come out and meet with us. They certainly don't want to see the division go by and be a thing of the past, for Division No. 28 is as good a working division as any I know of, for a small division; we only boast of about fifty members in good standing, and an average attendance of about, well, from five to ten, when there are from ten to fifteen members right in town and won't turn out. It may be that I am tiring you with my talk, but just for fear that you have overlooked something, I would say, that next Thursday is Thanksgiving; woe be unto the turkey and cranberry sauce, oysters, and other articles too numerous to mention. Everything is running pretty smoothly, but nobody on the list. We had a new conductor about four weeks ago and showed him the whole "Biz." Well, I must close, hoping to hear from someone else in regard to non-attendance, and with malice toward none and goodwill to all, I subscribe myself,

Yours in P. F.,

DANNIE MOULDON.

P. S.—The old man is well and hearty, and still corresponding for the eastern journal, and says I must quit writing for THE CONDUCTOR or some of the boys will lay for me with a stuffed club.

DAN.

CLEVELAND, Ohio, Nov. 10, 1890.

Editor Railway Conductor:

Thinking perhaps a few words of interest from the Forest City would be agreeable, I will endeavor to enlighten the readers of THE CONDUCTOR as to what deck plank No. 14 of the *rotten old ship* is doing to keep her off the rocks. Since the Rochester meeting we have received twenty petitions and are willing to gamble that by the time we meet at St. Louis we will have added fifty to our crew. Nor is this all. We believe through the influence of members of old 14 another division will shortly be added to our directory with a goodly number of charter members who have never belonged to the Order before. The division has the utmost confidence in the policy of G. C. C. Clark and can assure him he has our solid support.

Now, Mr. Editor, I will wind up by saying, at our meeting yesterday afternoon Brother John F. McVean presented the division with a portrait handsomely framed of Brother E. E. Clark. It is needless to say that both the presentation speech of Brother McVean and acceptance by your humble servant were efforts of which any statesman might well be proud, but if Brother Clark had been present he would have been more highly flattered by the comments on the picture than by the flowery language used by the orators.

Yours in P. F.,

C. P. HODGES,

C. C. Division 14.

PHILADELPHIA, Nov. 9, 1890.

Editor Railway Conductor:

DEAR BROTHER: One of the leading railroads running out of this city has kept up a warfare for several years against railway labor organizations—the last move they made was against the Order of Railway Conductors. A short time ago they ordered some of the employes to shave off their beards. What earthly use this could be to the business of the road no one knows except the officer whose fertile brain conceived this idea. The public looked on these things as a forward movement in the railroad business and appeared well pleased that there was one road which would have nothing but first-class men. Now if these same people could see the misery caused by recent wrecks on this same road, and could be informed how they occurred, they would be inclined to think this company had made a bad bargain, and would have to pay dear for their whistle, and that the company would have been better off to have held on to the men who were inclined to take care of themselves and families by being members of their respective orders. They did not stop to consider at the time that when this company put off true and tried men they would have to take on new and inexperienced men or the refuse of other roads. Some people would have looked at this thing differently if they had known this order would have made paupers of all the widows and children of all men who had the misfortune to be killed or crippled for life on this road. Holding a membership in one of the orders is the best way the men have to provide for their families so they will not be entirely destitute. They say to us, "Why do you not go into other insurance companies?" They will not let us into anything like a good company, for the rates are so high we cannot pay them. Those that are not first-class we do not want to get into, for we have a good insurance that we help to manage ourselves.

Yours truly in P. F.,

G. W. L., Div. 162.



Frank S. Butler.

Our Brother, Frank S. Butler, Grand Outside Sentinel of the Order of Railway Conductors was killed on the 6th of November, 1890, at Anniston, Ala., at the depot of the Georgia Pacific Railway Company. A wrecked train was in the yard to be moved. He went in between the cars to examine a crushed drawhead in a string of ten or twelve condemned cars. An engine was at each end of the string of cars. Without motion or warning to him, one of the engines was moved, causing him to be knocked down, one pair of wheels passing over him. He lived for several hours, without a groan or murmur, fully realizing his condition. He died like the brave man that he was. Brother Butler, at the time of his death, was yard master. He had endeared himself to his associates by his fair and just treatment, to his employers by his energy and devotion to his business and his skill. The community mourn his loss as an upright, law abiding citizen. The road was blocked with freight, and he was, at the time the good Lord sent for him, exercising every energy to open the yard. In this instance the affirmation "that death loves a shining mark," has been verified. A gallant gentleman, a true man, a faithful employé in the full glory of his strength has been transplanted from earth, and is blooming in the garden of Heaven. To our Order he was faithful and devoted, as he was true to all his relations in life. He leaves a widow to mourn his loss, to whom the fraternity extend their heartfelt sympathy. We knew him, honored him, loved him.

Scarcely two weeks ago his eloquent voice was ringing out, in Dr. Pine's opera house in Atlanta, in the international meeting of our Order; an address indicative of the man, logical, eloquent, impressive—freighted with love and good-will for our Order, and bidding them a God's speed, and at the same time saturated with the tender affection of his great heart for the afflicted families of our Order; little did we reckon, that so soon the wail of his own widow would be sounding in our ears and echoing in our hearts.

His remains were taken charge of by Brother

Chas. Shumate, a committee of honor accompanying it to his home in Iowa; to the grand woman who had blessed him with her love, and crowned him king with her devotion Brother Shumate sent his dear dead form. He died as all true men would esteem it an honor to die—with armor on and at the post of duty.

"Requiescat in Pace."

"BROTHER."

HALL OF CLEVELAND DIVISION, No. 14, }
CLEVELAND, O., 1890. }

PENDER.—In memory of Miss Viola Pender, who died October 6, 1890, at Cleveland, O.

We miss thee from our home, dear,
We miss thee from thy place,
A shadow o'er our life is cast,
We miss the sunshine of thy face;
We miss thy kind and willing hand,
Thy fond and earnest care,
Our house is dark without thee,
We miss thee everywhere.

At the regular meeting of Cleveland Division No. 14, Order of Railway Conductors, held Sunday, October 12th, 1890, by committee appointed, the following preamble and resolutions were adopted:

WHEREAS, It has pleased Almighty God in His wisdom, to take from this world, Miss Viola Pender, to adorn His blissful presence on high; therefore, be it

Resolved, That while we most deeply deplore the loss sustained by our Brother, yet we bow with resignation to God's will.

Resolved, That the heartfelt sympathies of this division be extended to the family; and

Resolved, That these resolutions be spread upon the record of the division, and a copy be transmitted to the parents of the deceased, and a copy sent to THE CONDUCTOR, for publication.

W. GRAFT,
A. T. CHAPMAN, } Committee.
DAVID GILMORE, }

At a regular meeting of Sunbury Division No. 187, held October 26th, 1890, the following resolutions were offered:

WHEREAS, It has pleased our heavenly Father to remove by death the beloved wife of our esteemed Brother Daniel Smelser, therefore, be it

Resolved, That we, as Brothers of this Division, most sincerely sympathize with our Brother in this his hour of trial.

Resolved, That these resolutions be entered upon the records of this Division and a copy sent to Brother Smelser and also to THE CONDUCTOR with a request for publication.

CHARLES SARVIS, }
JOHN McDONALD, } Committee.
W. N. KESTY, }

PUEBLO, COLO., NOV. 9, 1890.

At a regular meeting of Arkansas Valley Division No. 36, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe, to remove from our midst our worthy Brother A. K. Waddill.

Resolved, That in this dispensation of divine providence, the Order of Railway Conductors have lost a wise conductor, and this Division one of its most earnest and respected members; and that the wife of our Brother has been called upon to mourn the loss of a loving and affectionate husband, and our city, a man in every way worthy of the highest esteem.

Resolved, That Arkansas Valley Division No. 36, extend to the wife and friends of our deceased Brother all the sympathy vouchsafed humanity to bestow in this their great affliction.

Resolved, That the charter of Arkansas Valley Division No. 36, be draped in mourning for a period of thirty days as a token of respect to our esteemed Brother. And further

Resolved, That a copy of these resolutions be presented to his wife, and published in THE CONDUCTOR.

W. H. FAWCETT, }
G. A. CULLEN, } Committee.
W. M. ZIMMERMAN, }

ALLIANCE, Ohio, October 25th, 1890.

Brother H. H. Hoyer was called to Denver, Colorado, to bury the remains of his brother, who was killed in an accident on the D. & R. G. Ry., about October 2d., and on his arrival at Denver received sad news of the death of his son Edgar, who died of typhoid fever.

At a regular meeting of Alliance Division No. 177 the following resolutions were adopted:

Resolved, That while the pangs of death have penetrated the hearts of this family with such great force, yet it is but a reminder that we all are subject to the sting of death at any moment.

Resolved, That the members of this division extend their heartfelt sympathy to brother Hoyer and family in their affliction:

Resolved, That a copy of these resolutions be

spread upon the records of the division, a copy be presented to the family, and also copies be furnished the city papers and THE RAILWAY CONDUCTOR for publication.

F. M. FOSTER, }
R. S. KAYLER, } Committee
ROBT. MCCREA, }
H. BOWDEN, }
GEO. MCKINLEV, }

PUEBLO, Colo., NOV. 10, 1890.

At a regular meeting of Arkansas Valley Division No. 36, the following preamble and resolutions were adopted upon the death of Brother W. A. Jameson, who was instantly killed at Clarendon, Texas, on the U. P. R'y, November 8, 1890:

WHEREAS, It has been the will of Almighty God, the Chief of all Conductors, to remove from our midst our worthy and beloved Brother, W. A. Jameson.

Resolved, That we, the members of Arkansas Valley Division No. 36, desire to offer our tribute of respect to our departed Brother, and tender our sympathy to his beloved and fatherless child, and commend her to Him who has promised to be a Father to the fatherless.

Resolved, That our charter be draped in mourning for thirty days, in memory of our departed Brother.

Resolved, That a copy of these resolutions be spread upon the minutes of our division and a copy sent to THE CONDUCTOR for publication.

H. L. ADCOCK, }
W. PATTON, } Committee
G. A. CULLEN, }

At a regular meeting November 16th, 1890, of Atlanta Division 180, the following resolutions were adopted:

WHEREAS, The Angel of Death has come, and removed from our midst our Brother F. S. Butler.

Resolved, That we, the members of Atlanta Division 180, desire to show our esteem and respect to our departed Brother, and that we tender our heartfelt sympathy to the sorrowing widow and friends.

Resolved, That in the death of Brother Butler, Atlanta Division 180, loses an earnest worker, and the wife a kind and loving husband.

Resolved, That in Brother Butler's death, we feel it more deeply, as he had so recently come among us, and we had cherished the fond hope that in him we had received an earnest co-worker in our various interests.

Resolved, That a copy of these resolutions be spread on the records of our division, and also a copy be sent to the widow of our deceased Brother.

J. W. DODDS, }
J. H. LATIMER, } Committee
ZAC. MARTIN, }



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

POLITICS VS. PARTISANSHIP.

The Federationist declares that it will have "no politics" and says that the laboring man should not permit politics to enter his mind, and on this assertion we are compelled to take issue with our contemporary. THE CONDUCTOR believes that politics pure and simple, should by all means occupy the mind of the laborer above all others. The divergence between us, however, is more apparent than real, and arises more from what we believe to be a misconception of the meaning of the word on the part of *The Federationist* than from any real difference of opinion. Webster defines politics as, 1st, The science of government; that part of ethics which has to do with the regulation and government of a nation or state, the preservation of its safety, peace and prosperity; the defense of its existence and rights against foreign control or conquest; the augmentation of its strength and resources, and the protection of its citizens in their rights, with the preservation and improvement of their morals. 2d, The management of a political party; the advancement of candidates to office; in a bad sense, artful or dishonest management to secure the success of political measures or party schemes; political trickery; and to illustrate gives a quotation that expresses the position of THE CONDUCTOR exactly: "When we say men are talking politics, we often mean that they are wrangling about some mere party question." THE CONDUCTOR believes in politics for laboring men and particularly for railway employes but it condemns mere partisanship and in that sense, will join in the opinion that we should have nothing to do with politics. A little farther on, *The Federationist* declares that if a time arrives when the interests of its readers are threatened by adverse legislation, its voice will be heard with no uncertain sound; in other words, it will then enter politics and will lend its aid "in the regulation of the government of the state or nation;"

will try to see that its "safety, peace and prosperity is preserved;" and will join with us in the "protection and preservation of the rights of our citizens," and we sincerely hope that while we may differ with *The Federationist* in party, that when it comes to genuine politics, we may always agree.

In arousing interests in a proper appreciation of the increased rate of mortality and disability from natural causes, we have in mind the in-roads made on our members from Pulmonary Consumption, Rheumatism, Kidney and Bowel troubles.

The Brotherhoods of Railway Engineers, Firemen and Switchmen, have been awakened to the necessity of counteracting these alarming factors, and being of parallel import to Railway Conductors, they must meet with equal regard. We, therefore, proffer for consideration practical measures embodying the theories of prominent medical scientists. To guard against exposures and dangers that arise in passing from a warm to a cold atmosphere, (a necessity with conductors during service) is of great moment.

Prof. Buck in his researches on the health of Railway men, recommends individual hygiene and regards proper clothing as a prominent factor. He says: "Underclothes more especially should be so constructed as to equalize the body temperature in varying conditions of atmosphere." To practically accomplish this, has been the work of Mr. I. Jaros, now of New York, whose experiments cover a period of over six years.

His field of labor has been with men in public service, and the satisfactory results in the U. S. Army, Navy, Police and Fire Departments, and last, but not least, with railway men—(engineers, firemen, and switchmen) has given prominence to his creation of a material for underwear that will guard against sudden chilling of the body under varying conditions of atmosphere. It is a pronounced success and characterized by prominent

medical specialists as an "ideal material," bearing also official endorsements and recognition of the departments and Brotherhoods mentioned.

We feel, in advocating a consideration for protection of the body, in so simple and effective a form as is accomplished by the Jaros Hygienic Underwear, that the most good is done to the greatest number. An eighty page treatise covering reports from renowned physicians on the excellent results, to which are added the official statements from governments, and organizations, evidences the possibility of reducing the mortality and disability rate from natural causes.

LOCATION AGAIN.

It is beginning to become apparent, that should the Order decide to make any change in the present location of its offices, there will be no lack of competition, and it may be embarrassed to choose between the many favorable locations presented and advantages offered. The Toledo *Evening Bee* says:

"All the members of the Order of Railway Conductors in Toledo and adjoining cities are working their best to have the headquarters of the Order brought to Toledo.

The Order, which has a membership of about twenty thousand, has decided to change its headquarters from Cedar Rapids, Iowa, to some point more centrally located.

It is intended to erect a building costing from \$150,000 to \$250,000. Indianapolis and Des Moines are both working to have the Order locate with them.

It would be a good thing for Toledo if the Order would come here, and the conductors would soon discover that in doing so they had made a good move.

The grand division would be held here annually, with an attendance of 1,500 to 2,000 persons, from every part of the United States as well as Mexico and Canada. The matter will be settled at the next meeting of the grand division at St. Louis in May.

Said Chief Conductor B. F. Osborn of Toledo Div. No. 26, to a *Bee* reporter this morning: "We want to get the grand division here in 1891, and in fact desire that the Order make its headquarters here. We are doing everything in our power to effect this end, and have the promise of plenty of help from the business men of Toledo. Other cities are offering a bonus, and we are prepared to do as well."

The following is taken from the letter of the Toledo correspondent of THE RAILWAY CONDUCTOR, the organ of the Order:

"Toledo Division has nearly one hundred and seventy-five members, and as to its work, will compare favorably with most any division in the country. The B. of R. C. has located their headquarters here, and are working hard for prominence.

"We ask all concerned to study well the advantages of Toledo as a place for bodies of this kind to meet. As a railway center it is second to none in this country.

"Look at the map and see the intersecting lines of railway that center at Toledo. Come to Toledo and see the advantages she has. We will show you one of the greatest and best convention halls in this country.

"Our hotels are of the best, and can accommodate legions, I might say, and we assure you rates satisfactory to all.

"And as to the hospitality of our citizens, there can never be enough said in their praise. Ask of those who have been entertained in our city. They never do anything by halves. Look at our manufacturing interests. It would be well for any one looking for a place to invest their money to come to Toledo before locating elsewhere."

The above expresses the sentiment of Toledo in the matter. Her citizens will do everything in her power to make it desirable for the Order to locate here.

Possibly, however, "Majah" Leflet has not yet been consulted, and if he should decide not to permit us to locate in Toledo and bring his "influence" to bear, that point will be removed from the list of competitors.

WILLIAM D. ROBINSON.

We clip the following from the Indianapolis *News*, which conveys the first information to us, that an effort had ever been made to organize the engineers prior to the organization of what is now the Brotherhood. It is likely that the engineers will take some steps soon to erect a monument to the memory of the man whose name heads this article, and when they do so, we hope that their arrangements will be such that all interested in the organization of railway employes may become contributors. We believe that all will esteem it a privilege to contribute their mite.

"The late Wm. D. Robinson, Daviess County, was recently spoken of as the founder of the Brotherhood of Locomotive Engineers. At the time of his birth, in May, 1826, there was not a mile of railway in the country. In 1846 he began railroading as a fireman on the New York Central, and in 1848 he was promoted to an engineer, and served for seven years in that capacity. In 1855 he joined in a movement to organize a mutual association of engineers, and he was appointed Grand Secretary as the result of the meeting held at Baltimore, which was attended by seventy delegates. This order was called the "Grand National Protective Association of Locomotive Engineers," but as an organization it was not successful. Mr. Robinson, however, continued the agitation, and in May, 1863 at Detroit, the "Brotherhood of the Foot-board" was organized, with Mr. Robinson as Grand Chief Engineer. He continued in this position until August, 1864, during which time fifty-four divisions were organized. From that time until his recent death he was employed on various lines, but nearly all the time with the Ohio & Mississippi Railway Company. Besides being a thorough mechanic, he was a ready writer and speaker, and during the campaign of 1888 he took an active part for Harrison. He wrote with ease and grace, both prose and poetry, and many of his productions are given high praise because of their literary value."

Division 17 requests that all officers who reply to their circular of Nov. 20, give the name and numbers of their respective divisions.

Vice-President Holcomb contradicts the rumor that Traffic Manager Mellen has been asked to resign, and says that he will remain with the U. P.

The secretary of Division No. 48, requests that any who knows, will kindly send him the present address of Bro. M. G. Root.

Information is wanted as to the location of Bro. W. H. Hollister of North Platte Division No. 35. Anyone sending his address to this office will confer a favor.

Boone Division No. 36, Knights of Pythias, gave their first annual ball Thanksgiving night, and THE CONDUCTOR is under obligations for an invitation to be present.

Bro. A. Marsh of Queen City Division No. 60 has been appointed superintendent of the main line from Sedalia to Kansas City, Lexington branch, Jefferson City, Booneville & Lexington and Sedalia, Warsaw & Southern divisions of the Missouri Pacific Railway, to succeed Bro. Mead Stillwell who has gone to the C. H. V. & T.

Bro. W. A. Jameson of Pueblo Division No. 36, was killed at Clarendon, Texas, November 8th. His remains were taken to Pueblo and laid to rest by the Masons and the Order. Bro. Jameson leaves a bright little daughter of eight years who will receive the care of Division 36 and thanks to his precaution in life will have \$7,500 in insurance.

Early last spring Bro. Art Maxon was thrown from a carriage breaking his arm and otherwise injuring him. For the past six months by the best medical skill and care he has endeavored to save the arm, but in vain, the arm being so badly injured that amputation became necessary in order to save his life, and accordingly the operation

was performed a few days since. He has many friends who will regret to learn of his loss, and will be remembered by the older members of the Grand Division as the delegate to New York in 1879 from Division 58.

Brother F. G. Ellison, a D. & R. G. conductor allowed himself to get "pinched" some little time ago but is back on his run again now. For the information of our readers who may not be versed in railroad parlance, we would say that "pinched" does not mean being placed under arrest but getting a hand caught between draft-irons.

Bro. T. E. Gaither of Sierra Nevada Division No. 195 has been appointed trainmaster on the S. P. with office at Lathrop, Cal. Bro. Gaither is the kind of material that makes good officers and his friends may expect to see him successful in the new position and need not be surprised if he does not hold it very long as he is not unlikely to vacate it to "go up higher."

A correspondent writes us asking if we can give him the present address of a former "partner" in train service, E. D. Proctor. Mr. Proctor is not now a member of the Order but was formerly a member of Division No. 87. We are unable to give the requested information, but if any one of our readers can oblige us we will gladly forward it to the inquirer.

The Assistant Grand Chief Conductor of the B. of R. C. says that he wishes us to be "a little more explicit" in reference to him. Bro. Clark is now engaged in procuring evidence in relation to one matter, and when it is all in, we shall show our readers that our statement in regard to Mr. Martin was correct, though, of course, we do not expect to satisfy the gentleman himself.

Among the cities striving for the location of the general offices of the Order, will be found the Rocky Mountain metropolis, Denver, and if they were located some ten hundred miles further east, other places would find a dangerous competitor in

Denver and possibly as it is, it will prove one not to be laughed at. It is a progressive, liberal city whose citizens do not do things by halves.

The engineers at their recent convention, reaffirmed their former position on federation, again deciding in favor of federation by systems.

Have you started a subscription paper for the Railway Employés Brotherhood Home yet? It is a worthy enterprise and deserves your support.

As we write, a strike is in progress on the C. & E. I. railway, and the dispatches say that it is for a third brakeman and the dismissal of a train master.

The Secretary of Division 191 would like the addresses of the following Brothers: J. M. Cavanaugh, P. E. Furham, J. B. Messick, R. J. Swayze, A. F. Ward, R. B. Williver.

The Secretary of Division 8, has important communications for Brothers P. K. Bushnell and John Sweeny, but does not know their address. Will somebody advise him, quick?

The C. M. & St. P. railway have resumed control and management of the sleeping car traffic on that line, their eight year contract with the Pullman company having lately expired.

The secretary of Lincoln Division No. 206 would like to hear from the following members before December 31st, 1890, as he is unable to find their whereabouts: Brothers J. J. Fitzpatrick, C. E. Pixley, and C. B. Alleman.

Toledo Division No. 26, Order of Railway Conductors, is in a flourishing condition. Seven members were initiated yesterday, and five more applications were received. "Our order was never in better condition," said Chief Conductor Osborn this morning. "Our membership is increasing rapidly and we are doing much good."—*Toledo Evening Bee*.

Mr. C. L. Mayne, superintendent of the Chicago & Erie has resigned his position. Mr. Mayne has been with the old Chicago & Atlantic for some time as train master and superintendent, and was highly esteemed by the employés. There will be much regret over his resignation. Mr. F. E. Merrill from the "Frisco" succeeds Mr. Mayne.

Brother W. H. Mixer, the efficient secretary of Division No. 249, at Tacoma, Washington, has resigned as chief train dispatcher of the Cascade and Pacific divisions of the N. P., and it takes

two men to fill his place. Mr. J. M. Flynn having been appointed chief dispatcher on the Cascade division and Mr. E. H. Schrader on the Pacific division.

"If at first you don't succeed, try, try again" was the motto of Brother Sam Keller an old Northern Central conductor and a member of Division No. 143 of the Order. He has been elected sheriff of Dauphin county on the democratic ticket although the county is republican by about 2,000, which shows something of Sam's popularity.

We are just in receipt of information of the untimely death of Brother F. L. Hendry, of Boston Division No. 122, who stepped from his caboose on to another track and was run over by an approaching engine that he did not observe. Brother Hendry leaves a widow to mourn his loss, and his presence in the division room will be sorely missed by his Brothers.

The Gripsack says that when the hour hand of a watch is pointed toward the sun, south is exactly half way between the hour hand and the figure XII on the face of the watch. For instance, if it is four o'clock and the hour hand is pointed toward the sun, the II on the watch-face will point south. This is a useful bit of knowledge and may be as new to many of our readers as it was to us

A circular has been issued by Mr. Adam Menche, general organizer of the American Federation of Labor, stating that President Gompers of that association will make a trip to the Pacific coast and address meetings through the west and asking any who wish to secure an address free by Mr. Gompers, to correspond with the general organizer at Denver. No charge is made for the services of Mr. Gompers, but localities where he speaks are expected to pay a proportionate part of the expenses of the trip.

The "McKinley bill" does not prevent some importations, but in view of the late democratic "land slide" and the fear that in the probable revision of the tariff by the 52d Congress and a possibility that they might place a prohibitory tariff on valuable packages of certain kinds, the genial secretary of Pueblo Division No. 36 hastened away to the Queen's American dominions and now defies a democratic congress or anything else to interfere. He recently returned to Pueblo from Ottawa, Canada, with Mrs. E. C. Mattes and is now receiving the congratulations of his friends, among whom *THE CONDUCTOR* is proud to be reckoned.

G. W. Hill, for many years a well-known conductor on the B. & M. R. R., and a member of N. E. Div. No. 157, has turned his attention to the care of his guests with such success as to make him one of the leading landlords of the west end. A glance at Bro. Hill's rubicund countenance assures one of his success, and of the good things contained in the larder of the Derby House, 25 Cambridge street, Boston.

Brother George A. Helm has resigned his position of superintendent of the G. C. & S. F.; Brother Helm is one of the charter members of Division 217, at Temple, Texas, and has been a member of at least two Grand Divisions. No matter who may succeed Brother Helm, the employes will not be gainers by the change, for no man can fill the position with justice to his employers and do better by those under him. Bro. Helm is succeeded by Mr. Sullivan H. Morris.

John McConiff Division No. 246, and Pike's Peak Division No. 244, the former at Wymore, Neb., and the latter at Colorado Springs, Colo., remembered "ye editor," and send him a cordial invitation to trip the light fantastic with them. The former give their second annual ball Thanksgiving night, and the latter their first on Thanksgiving eve. That all who attend either will enjoy a happy evening goes without saying.

One of the actions of the late convention of the B. of R. T. that while it indicates prosperity is no less an indication of good business management and foresight, was the provision for purchasing the necessary type and machinery for doing its own printing. We congratulate them on the move, and believe that sooner or later all railway organizations that publish a journal will follow their example, and we believe the sooner the better.

Members get to the front in our sister republic of Mexico as well as in the United States. In our last, we noted the promotion of Bro. Starr, and we are now advised of the promotion in September of Bro. W. G. Mitton, a member of City of Mexico Division No. 159 to the position of Master Mechanic of the Mexican Railway or "Jefe de Tallers, Ferro-carril Interoceanico." Bro. Mitton was formerly employed by that company as a locomotive engineer.

The very genial and popular conductor, W. H. Hogue, of the Western Div. of the Boston and Maine R. R., who is C. C. of N. E. Div. No. 157, and chairman of the democratic city committee

of Newberryport, Mass., has become a successful instructor of youth and beauty in the graceful art of which Terpsichore is said to be the special patroness, and is conducting well-attended classes for adults, and also for children, this season.

November 20th, occurred the grand union ball of the conductors and engineers at Troy, N. Y., given under the auspices of Troy Division No. 37, B. of L. E. and Thos. Dickson Division No. 171, O. of R. C., and THE CONDUCTOR was kindly remembered by both an invitation and complimentary for which the Brothers have our heartiest thanks. Knowing something of the hospitality of the boys in that section adds to the regret, that we were unable to join them. We hope to receive a full account for THE CONDUCTOR before going to press.

Readers of THE CONDUCTOR who have any old coins issued before 1869, with plain dates, should write to W. E. Skinner, Boston, Mass. Mr. Skinner pays high prices for old coins and in many cases a single coin is worth a small fortune. One man found one that was worth \$1,000, and many others have been successful in finding rare coins. Collecting old coins is sometimes a profitable business, it takes no time and with the opportunities that conductors have, they may often pick up a valuable coin. Read Mr. Skinner's advertisement in this issue.

Brother Fred. Moore, a member of Boone Division No. 34, an old friend of the writer, well and favorably known by a host of "the boys," is now special agent for the Railway Officials and Conductors Accident Association, with territory west from Pocatella, Idaho, and makes his headquarters at LaGrande, Wash. Fred lost an arm while running a train on the C. & N. W. about three years ago, and lately has been employed as yard master at Council Bluffs. We recommend both Fred and the company he represents to employes in the northwest.

The B. of L. E. *Journal* gives notice of a crook as follows:

Again we are compelled to notify the members of the B. of L. E. of man's duplicity. One more McDonald, with several aliases, is traveling about the country claiming to be a member of Division No. 303, and at times 356. He has by some hook or crook become possessed of a traveling card, which he is using to good advantage. He is about 5 feet 6 inches in height, with a blind or cock eye. In conversing he has a Scotch accent or brogue. He is on the borrow. Several Divisions and members have been victimized by him. Be on your guard.

Brother N. E. Retallick, one of the energetic members of Battle Creek Division No. 6, and formerly secretary, sends us a list of fifty names for THE CONDUCTOR with the cash for the same. Brother Retallick has procured these subscriptions within a few days and without loss of time from his business and has received in the way of premiums, enough to pay him well for his trouble. This illustrates what might be done by some member of the Order on every line of railway and in every city in the United States if they would exercise just a little energy. THE CONDUCTOR is well worth the price asked for it, and it pays to canvas for it.

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Prior to its absorption by the C., M. & St P., the Milwaukee & Northern was paying its passenger conductors \$150 per month. When the St. Paul assumed control, the officers immediately decided that \$150 per month was too much wages and cut them to \$125, making a proportionate cut in the pay of brakemen and baggagemen, but as a matter of justice to them agreed to pay them extra for the excess mileage they were making over the main line runs. When they came to figure up and found that the conductors will draw about \$165, the brakemen about \$70 and the baggagemen something over \$80, the saving by the "cut" was not apparent. The boys 'ain't sayin' a word."

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Brother Robert Laughlin is spoken of as a candidate for railway commissioner of Michigan, and the Toledo Bee says "the conductors all through the state of Michigan are desirous that Robert Laughlin, of East Saginaw, be appointed railway commissioner. He is a thorough railroad man having worked in every department almost. It would certainly please the railroad men to see him appointed." In addition to pleasing the railroad men, it would give to the state of Michigan an able officer who would be a credit to the state. Brother Laughlin and the writer have been arrayed on opposite sides in our Grand Division in many cases and we expect to "scrimmage" again in the future, but we have always found him an honorable opponent, an able man and THE CONDUCTOR will be gratified as highly as any one can be should he receive the appointment.

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We clip the following from *The Call and Herald* published at Wilkesburg, Pa.:

Mr. W. B. Rice has just completed, and will open Monday morning, one of the finest and coziest store rooms in the borough. The building is on the corner of Penn avenue and Center street, and is a one story frame structure. The front is of the Queen Anne style of architecture, with large plate glass windows, while the interior

of the room is all finished in hard wood and highly polished. It is, without doubt as handsome a store room to be found anywhere. Mr. Rice will engage in the produce business, and proposes to run a strictly first-class establishment. In the rear of his room he has erected a large refrigerator, where he can keep his stock cool and fresh. It is his purpose to furnish to our citizens at the lowest market prices, Poultry, Game in season. Oysters by the can or gallon, fresh Butter, Eggs, all the Standard canned goods. Cranberries, Celery, Apples, fine Teas and Coffee. You should not fail to drop in on Monday, the opening day, and see this cozy room and his fine display of canned and other goods.

Bro. Rice is Assistant Chief Conductor of R. B. Hawkins Division No. 114, and THE CONDUCTOR wishes him success in his new venture.

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In railway literature, there is no more interesting or instructive book than *The American Railway*, published by Charles Scribner's Sons, and from which we have liberally quoted during the past year. It is finely illustrated and the pictures in THE CONDUCTOR for August 1st and September 1st, and which have been favorably commented upon by a number of our readers, are from its pages. It opens with a chapter on The Building of a Railway, by Thomas Curtis Clarke, in which the building is minutely described, from the initial stake of the surveyors to the laying of the rails. Feats of Railway Engineering comes next from the pen of John Bogart, State Engineer of New York, giving descriptions of the famous bridges, loops and tunnels. American Locomotives and Cars by M. N. Forney, well known as a mechanical writer and editor of Railroad and Engineering Journal. Railway Management, by Gen. E. P. Alexander, President of the Central Railroad and Banking Company, of Georgia. Safety in Railroad Travel, by H. G. Prout, editor of the Railroad Gazette. Railway Passenger Travel, by Gen. Horace Porter of the Pullman Company, and well known in railway circles. The Freight-car Service, by Theodore Voorhees, general superintendent of the N. Y. C. How to Feed a Railway, by Benjamin Norton of the Long Island Company. The Railway Mail Service, by postmaster general, Thos. L. James. The Railway in its Business Relations, by Arthur T. Hadley, professor of political science in Yale College. The Prevention of Railway Strikes, by Charles Francis Adams of the Union Pacific. The Every Day Life of Railroad Men, by B. B. Adams, of the Railroad Gazette, and by the way, Mr. Adams writes as if he "had been there," with a final chapter on Statistics, by Fletcher W. Hewes. Members of the Order can procure this book through this office on favorable terms, as will be seen by reference to our advertising pages, and we believe no investment will yield a better return than to buy it.

When steps are taken to perpetuate the memory of William D. Robinson, THE CONDUCTOR suggests, that instead of a costly monument, a simple and inexpensive stone be placed above his ashes, and the remainder of any fund that may be collected be invested in behalf of the Railway Employés Brotherhood Home or some other deserving charity, having for its object the benefit of railway employés and to be known as THE WILLIAM D. ROBINSON FUND. We believe that such action would be more in accord with the wishes of the deceased than any other.

In his annual address to the convention of the K. of L., General Master Workman Powderly said:

"We see the editor of a daily paper and the President of the New York Central operating the raising of a fund to feed men and women in Ireland, who have been robbed through exactly the same diabolical system as that which is now beginning to rob the workmen of America. That which is found worthy of praise in the Irish workman when he strikes against injustice is damned in his brother in America when he asks for enough to keep his children out of the poor-house.

We believe there is not an insurance company in the world that can compare with the R. O. & C. A. A. for prompt payment of losses. When this company was first organized, we, with others, were somewhat doubtful of its success, as it seemed by a comparison with the rates that were being charged by other accident companies, that it would be but a matter of time until it would be unable to pay its losses. In reply to inquiries we simply said that their rates were low, so far as we knew they had paid all their losses, and that from a personal acquaintance with some of the members of the Order, who were members of its board, we were satisfied that there would be no dishonesty on their part. We have seen the association steadily grow and extend its business and usefulness, and in addition to the acquaintance with our own members who were officers, we have formed the acquaintance of Mr. Bellis, the secretary, and know something of his business methods, and we have no hesitation in recommending it to our readers and railway employés generally, as in our opinion the best. As an instance of their prompt payments, Joseph Jones, a brakeman on the C. & E. I., was killed November 13th, and within twenty-four hours the amount of his insurance had been forwarded by Mr. Bellis. This association in employing agents and solicitors, gives the preference to railway employés, and among them are many members of the Order, while among its officers and general agents are such men as L. D. Hibbard, Geo. J. Johnson, Rube Willard and other names that are familiar to all.

Within the past decade, building and loan associations have grown into public favor and have become an approved institution for investing the small savings of laboring men. They are now governed and regulated by law in several of the states, and where so governed annual reports are required to be made to the state, and their books and condition are subject to examination by a state officer at any time. With the protection thus afforded, the laborer may invest his savings with at least as much security and certainty as in a savings bank, and with a probability at least, of a considerably larger profit. Any person thinking of investing in an association of this character, should first of all, see that it is a duly incorporated institution, and further, that it is duly incorporated under the laws of some state that provides for a rigid superintendence of them by some state officer, and second he should look to the character, standing and commercial and financial ability of those who manage the association. Such an association may be subject to the same careful supervision that is given to a savings bank, but if its managers are not men of ability in financial affairs, the returns are likely to be small, and while there may be, owing to legal supervision, no actual loss of the principal invested, the association is likely to fail and pay its members no dividends. In building and loan associations as in assessment insurance companies, there are frauds and deceptions who expect to fatten on the success and reputation of legitimate enterprises, and who locate in some state where no legal restrictions interfere with them. New York exercises over loan associations as rigid a supervision as it does over its savings banks, and no loan association can do business in that state without incorporating, without violating its laws. To those who are able to save a little each month, and wish to invest it safely and with a reasonable prospect of a fair profit, we would call attention to the National Mutual Building and Loan Association of New York, whose advertisement appears in this number. Its officers are all men of almost national reputation and ability in the direction required for the successful management of the association, and we believe that it will pay any of our readers who wish to invest their savings, or who may wish to borrow money to pay for a home, to investigate the merits of this association.

Has any division of the Order a member who is disabled, either temporarily or permanently, from his usual avocation? If so, write to the secretary of the Railway Employés Home, Chicago, Ills., and ask for a blank application for admission. Don't confound this home with any of the

Brotherhood Hospital schemes. The home is a charity pure and simple, established solely for the benefit of disabled members of the B. of L. E., B. of L. F., B. of R. T., B. of R. C., S. M. A. A. and the Order, and no one can receive its benefits unless a member of one of the above named associations. The hospitals are started simply to make money for the originators, and while they may all be legitimate enterprises, we do not believe them to be called for or necessary. 'The Switchmens' Journal', whose editor is in a position to know, says that the best of service can be procured at several different hospitals in Chicago at very reasonable cost. The only possible benefit of the Brotherhood hospital idea is that, by the certificate of membership system, the well would pay a part of the cost for the sick or injured.

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A conductor on the X. Y. & Z. railway, where duplex checks are used when the conductor collects a fare, dropped the covers of a used duplex book in a coach. A short time later it was picked up by the news boy and taken to the conductor. Upon examination, it was found that some passenger, who was something of an artist and author both, had utilized the blank space on the back cover for the portrait of the president of the road, the face being wreathed in smiles, while underneath the portrait appeared the following lines :

"This is a check upon the conductor,
And keeps him from stealing a cent,
Invented by that king of all robbers,
The X. Y. & Z. president.

It stops up the leak at the spigot,
Throws chaff in the stockholder's eye,
But the leak goes on at the bung-hole,
And the officers wink on the sly.

A scheme for saving a penny
To a stockholder, seems a big thing ;
His eye is stopped up by a copper,
While a dollar goes off on the wing.

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A new applicant for the favor of railway employes comes to our table in *The American Federationist*, and their motto "the world is our field," would suggest that the publishers are somewhat ambitious, and if *The Federationist* shall succeed in covering its field, THE CONDUCTOR will not be of those who envy its success. It is published by W. H. Johnson & Co. at Mattoon, Ills., for one dollar per year. We do not find anything in No. 1 which tells how often it is issued, but from the date we presume it is monthly. It is a six column, four page paper, and as its name purports, it is a supporter of the idea of national federation as exemplified by the United Order of Railway Employes, and we assume is intended to be to a

certain extent at least, the mouthpiece of the Supreme Council, though the paper appears to be a private enterprise. In a two column introductory, to which reference will hereafter be made, it gives its platform as for federation, no politics, fairness and temperance. If the publishers will substitute partisanship for politics, it will have a platform that is a good one. We extend a friendly hand and the best wishes of THE CONDUCTOR to the boys, and X with pleasure.

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As a rule the writer is "down on" patent medicines but as there are exceptions to every rule there is an exception to this one. One of the visitors at Rochester to the last Grand Division was Brother H. H. Moran, a member of City of Mexico Div. No. 159, and for a long time a conductor running out of that city. We first met Bro. Moran in 1885, at Louisville, and his physical condition at that time was not to be envied by any one. He came to Rochester a stout, robust and physically perfect man. Expressing some surprise at the change, Brother Moran told us the cause, "Cactus Blood Cure" and insisted on our taking a bottle home and using it. He said "it won't do you any good if you set it away and do not use it, but just use this bottle and then let me know the result." We did not use the medicine but gave it to another who was not blessed with the health that we enjoy, and the result fully verified Brother Moran's prediction. The virtues of the Blood Cure are also testified to by such well known conductors as H. H. Greenleaf, the secretary of 159; Brother C. H. Starr, superintendent of the Mexican National Construction Company, and many others. We recommend any of our readers who perhaps "don't feel just right" to try a bottle of the Cactus Cure.

Civic Pride.

Parke Rowe—Brooklyn people seem to take great pride in their home institutions.

Potter Belding—How do you mean?

Parke Rowe—I've just got a letter from Dekalb Walkabout. He's out in the Yosemite region, and he speaks of it as the Prospect Park of the West.—*Puck*.

Still a Margin of Profit.

Clerk—I collected only one of the bills. The other three men skipped the town.

Plumber—That's nothing, so long as one of them paid. Come, and I'll open a small bottle.—*Life*.

THE RAILWAY CONDUCTOR.

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TWO CHRISTMAS EVES.

[FOR THE RAILWAY CONDUCTOR.]

At a broad front window, in a neat little cottage surrounded by evergreens and tall rock maple trees, on a clear Christmas eve, sat Marion Ray, a lovely girl of twenty summers, stitching away diligently, on a dainty, filmy garment that was to be worn by one of society's fair belles. She must finish it by five o'clock, so as to send it home in time to adorn the beautiful blonde, Miss Rosalind Horton, for a reception and banquet given this Christmas eve, at their next door neighbors, Mr. and Mrs. James Weston, a wealthy banker, in honor of their son, Roger S., who had just returned from a visit to a friend in sunny Florida. He had graduated with honor from a law school of renown in Philadelphia, last June, and after a short visit at home, accompanied by a fellow student, had gone to his friend's home in Florida, for a visit and rest, after his long course of study, and had now returned to Breton, his old home, to settle in the practice of his chosen profession. Marion and Roger had been schoolmates in early childhood, and always warm friends. Roger, naturally a bright scholar, had surprised every one with his rapid advancement, and as no expense was spared in his education, being of a genial, sunny disposition, and withal, possessing a good degree of com-

mon sense, he was always, and everywhere, a great favorite, now became more popular than ever, as having reached his majority, he came into possession of a fine fortune, bequeathed him by his Grandfather Weston.

Mr. Ray, Marion's father, was at one time a prosperous merchant in Breton, and owned the residence adjoining the Weston home, and now occupied by the Horton family, who were from the South, and had come here to try the effect of a more bracing climate for Mrs. Horton, who was something of an invalid. But to return to our friends, the Rays. We last saw Mr. R. in a prosperous business, enjoying perfect health, and happy in his family relations. With a noble and accomplished wife, who adored him, and who was a fine musician, and though much admired and sought after in society, never neglected her family in any way; was a tender, affectionate and indulgent mother and always ready to administer to the wants of the many poor people who came there for sympathy or relief. Marion was possessed of a fine figure of medium height, well developed, and was lithe and graceful in every movement, had dark chestnut hair and clear complexion with a rose tint, and soft hazel eyes, with a depth

that few could fathom, and which indicated strength of character.

Myrtle, the younger sister, was of a different type, with pink and white complexion, blue eyes and fair hair. She was her sister's opposite in everything. An affectionate little miss, whom all admired and petted without spoiling her.

Mrs. Weston, though different in many ways from her high born friend and neighbor, was yet a noble, worthy and capable woman, and the two had been on intimate terms for years. But there came a change in these two delightful homes. Roger, after graduating from the college in B., went to a law school to complete his education, leaving their home quite desolate for a time, being the only child, his parents missed him very much, especially his mother, who almost worshiped her gifted and talented son. The fond heart grieved over his absence and the hours and days dragged slowly on for a time, but she was a woman of too good judgment to long give way to such feelings, and soon turned her attention to other things, and in doing for others, visiting the sick and attending to various charities in which she was interested, and some church work besides, the time sped by, and cheered by long letters from the absent dear one, she was again her happy self.

But, let us now look in upon the other household, with which our story has to do. We find the loving husband and father prostrate upon a bed of suffering, and the rest of the family in deep grief on his account. Mr. R. was a lover of fine horses, and one fine October morning, proposed to Mrs. Ray to take a ride, behind a pair of beautiful chestnut horses, which he had purchased not long since. They were of fine blood, and high mettle, and they anticipated a charming drive in the country. Mr. R. was a fine horseman, and enjoyed driving the spirited pair so he dispensed with the services of Joe, the coachman, and took the reins himself. The air was clear and cool, the roads smooth, the horses in fine spirits started off at a brisk trot. They were enjoying the ride and scenery. The trees were gorgeous with autumn colors of crimson, scarlet and yellow, with here and there a bright evergreen to relieve the glare of the brighter foliage. When just as they were about to cross a railroad track, they were surprised to see the limited express train come tearing around a curve, with bell ringing and whistle

sounding at a furious rate, which so terrified the horses, that they gave a dash forward, and at once became unmanageable. They had just cleared the track when the train sped by as on the wings of the wind, and more frightened the horses ran faster and still faster, Mr. R. keeping them in the road and hoping to control them when they were over their fright. But they heeded neither reins or words, and as they neared a large tree standing beside the road, appeared undecided which side of it to go on, and at last seemed to differ in opinion, as while one sheared to to the right, the other inclined to go the other way, which brought them square up against the sturdy oak with a shock, that snapped in two the tongue of the carriage as though it were a pipe stem and threw the horses upon the ground, where they lay quivering with fright and flecked with foam. The occupants of the carriage were both thrown out upon the the hard gravel road, where they lay unconscious, until discovered by a farmer, who was on his way home from B. When he had examined them and found that they were still alive, he soon procured assistance and removing them to a farm house near by, summoned a physician, and informed the friends at home. It was learned that Mrs. R. was somewhat bruised and had a sprained wrist. With good treatment and kind attention she soon returned to consciousness, and was much grieved to learn her husband was quite seriously injured. His left leg was broken, his right wrist was badly sprained, his back severely bruised, but fortunately his head was uninjured, and it was hoped he might recover.

The team were found to be scratched some, but no bones broken, and under the hands of Joe, the competent coachman, soon lost all traces of their escapade.

As it was not thought best to remove Mr. R. at present, they both remained at the farm house.

Mrs. R. was able after a few days to be at her husband's bedside much of the time and administer to his wants. Marion and Mertie also came often to cheer them and bring clothing and articles of comfort from home. So the time did not seem very long until Mr. R. was well enough to bear the ride, and all returned to their own comfortable home.

But the days of his convalescence were necessarily slow and tedious. It was dis-

covered that his spine was injured, which caused him much suffering.

Thus the weeks slipped by. The holidays passed very quietly as far as our friends were concerned, still they exchanged little gifts, and all tried to be cheerful and hope for the speedy restoration of the dear ones to health. However, they were doomed to disappointment. As the cold weather came on he became weaker, had a nervous fever, which became quite alarming, and despite the care and skill of a loving wife and able physician, all saw that they must give him up.

The blow came with terrible force to his loved ones, and it seemed for a time more than they could bear. The devoted wife seemed utterly crushed. She had been almost constant in her attention to her husband since recovering from her own injuries, which had so worn upon her nervous strength, that together with the sudden and grievous affliction, the loss of her husband, caused nervous prostration. She succeeded in keeping up until the funeral was over, and the dear one laid to rest in the silent city of the dead, then took her bed and suffered on for two weeks, when under good medical treatment, aided by a fine constitution, she began slowly to recover.

But what of our Marion during all this sorrow and trouble. When the accident occurred she was attending college in B., whence she was summoned to care for her mother, and attend to her father's wants when necessary. He was provided with a competent nurse, but liked best the loving hand of his wife or daughter, to bathe his aching brow, or smooth his pillow, and a hundred other little attentions which none but they could think of, which were so grateful to the sufferer that they never tired of caring for him.

Marion was nearly heart broken at the loss of her father, whom she idolized. She had always spent much time with him at the store and when he went to the city to purchase a stock of goods often accompanied him. And now that he was gone from them, and her mother ill, the burden of the household fell upon her, and she saw that she must be brave and cheerful for the sake of her mother and young sister, so she assumed a cheerfulness which she could not feel, and in trying to make her sister happy, hopefully attending to her mother's wants, and looking after the servants, she found almost constant

employment, and the satisfaction of knowing that she was a comfort to others helped to dull the pain at her own heart. Help also came to her from above, where she had been taught to look for comfort and strength in affliction.

It is now the middle of February and four weeks since Mr. Ray had left them for his long and brighter home. Mrs. Ray was now able to sit up, and it became necessary for some one to look after their business affairs. Mr. Ray was the head of the firm of Ray & Baker, and had always done the purchasing of stock and looked after the finances. His partner being young and rather inexperienced, having care of the store and clerks.

At the time Mr. Ray was injured the business was in a prosperous condition, but things soon began to go wrong, and the business showed the want of a head. The clerks became careless and the cashier proved untrustworthy, and by the time Mr. Ray was gone things were in a bad condition, and now the business must be settled by the courts. An executor was appointed, who after looking over the affairs of the estate, found that when all the liabilities were paid there would be little left for the family that had always been accustomed to all the comforts, and many of the luxuries of life.

It was also found that an insurance on his life in favor of Mrs. Ray, of \$10,000, had been allowed to lapse by neglecting to pay an assessment which was made soon after the accident occurred, when all was confusion both at the store and at home. Thus they must face another calamity.

And what did our little heroine do in this trying position? She arose to the emergency. It was found after affairs were settled, that there was saved to them a neat comfortable cottage, sufficient for their wants, located near the business part of town, but with pleasant surroundings. Thither they went, in April, retaining only one servant, faithful Martha O'Ryan.

Mrs. R. at first thought they must do without help, save one, to wash and iron, and to do occasionally a day's work. But when she talked with Mattie of the change, and offered to find her a place with a friend, she found it not an easy matter to so dispose of her.

"What," she said she, "not take me wid yez, to the nice little home. Sure and ye must be goin crazy. Not have oney body

to cook and wash, and scrub, and tend fires, and do errands, or oney thing at all, at all. Sure an' its not myself that's a goin to lave yez, after that fashin: Havent I always lived wid you and the master since yez was first married, and he brought you to the nice house a swate blushin' bride, and didn't you put up wid all my failures in cookin' and the loikes for a long time, 'til we both larned how to do things, and so good and patient ye was, too. And then when ye got rich, and kept a coachman, and a foin man he was, too, good Michael O'Ryan. When he falls in love wid me, and I wid him, and thought we would be married and go by ourselves, didn't good Mister Ray go to Mike and say, says he, 'Mike, why do you want to lave me? If you and Mattie wish to be married, I will raise your wages, and if she is willin' you can both stay wid us, and so we stayed, and yez made a nice weddin' present, and besides the fine brown silk dress and a bonnet to match, to be married in. And then whin poor Mike died wid the fever, didn't yez give him a nice funeral, and say comfortin' words to poor Mat, and I think of the ungratefulness of lavin yez now, when yez need me more than iver, and what would I be doin without my dear girls? No indade, where you goes, I goes, and as to payin', me I am not nad'in any pay. I have plenty of clothes and have got a bit of money saved up, so you just never mind, I'll take care of myself."

Thus it was arranged, that the cook in the old home should be maid of all work in the new one, at a slightly reduced salary.

When they were settled in the cottage, they found that their limited means would hardly suffice for their needs, and keep Mertie in school, or give her musical advantages, so Mar'ion began to think what she could do to add to it. As she had not fitted herself to teach music, she could not hope to do anything at that, and she did not wish to go about anything that would take her from home, she soon decided to try dress-making. She had often been told that she possessed excellent taste, and had planned her own and her mother's dresses, which were much admired. She also frequently trimmed her own gowns, and seemed always to know just what was becoming. They decided to use the parlor for a sewing-room, as the sitting-room had a grate and was so cheerful for the

family room, and as they did not expect to see many society people, they could get along nicely without a parlor. She also secured the services of a competent dress-maker, who could cut and fit with satisfaction—a girl near her own age—Ada Goodwin, who had once been a schoolmate of hers, and now had an invalid mother to support, and it was decided that if they had need of it, they would hire a good seamstress by the day, so that they should not over work. They provided themselves with some of the leading fashion journals, among them Demorest Family Magazine, and were then ready for business.

When it became known that Marion was dress-making, her old friends who had all admired her taste in dress, and it may be, somewhat envied her, came to have their work done, and the girls soon had all the work they could manage, from people able and glad to pay them well for their work. They also kept a small stock of trimmings, and often ordered them for customers, which afforded them a little profit, and when Mrs. Ray saw how energetic her daughter was, and that she was carrying quite a burden, she aroused herself from her grief to see what she could do to assist her and lighten her burdens. She first looked after the housekeeping, attended to the marketing, etc. Then as they wished to give Mertie a musical education, and had not the means at hand to employ a competent teacher, she began teaching her, both on the piano and in voice culture, which she was fully competent to do, at least for some time. She found too, that being employed in this way, she found it easier to bear her loneliness and sorrow. Thus they passed the summer and fall to the time when our story begins.

The other girls had gone home, and Marion, who did most of the trimming, was putting the finishing touches to the soft blue crepe dress. (The order had come in late, and was the first which they had from Miss Horton). She had fastened the delicate lace in the neck, and was just arranging some loops of ribbon on the skirt, when her mother entered saying:

"My dear, Tommy has come to take Miss Horton's dress to her, are you ready for him?"

"All ready, mama dear, just taking the last stitch," said Marion, cheerily. "Isn't it lovely? She will look beautiful in it, with her fair hair and blue eyes, her white, plump neck and pretty arms. I

have just been thinking, she is near my own age, and lives in our old home, and even occupies my own room there. She is quite a favorite in society, I am told, and her mother, who is something of an invalid, and seldom goes out, is to be one of the guests at Mrs. Weston's, to-night. I wonder if Roger has changed much? It is so long since I have seen him. Two years and more. I think we shall find him greatly improved, with his study and travels."

"I feel so anxious to see him," said Mrs. Ray.

While the conversation was going on Marion had carefully folded the beautiful garment, and placed it in a pasteboard box, that it should not be rumpled in carrying, and dispatched the boy a few minutes before six.

"Just in time," said M., as the clock was striking. It was one of the rules, that they should not sew for customers after six o'clock, so they had a little time for recreation, and did not injure their eyes working by lamp light. It also gave Ada time to look after those at home, and in summer the girls often went for a walk after tea. There were hills and woods along the river that flowed past the village, which afforded some fine views, and from the top of one particular hill Marion loved to watch the sun set and then enjoyed the walk home in the twilight. The girls were always accompanied in these rambles by Nero, the large Newfoundland dog, which they brought with them to the cottage, and who was a great pet and a faithful protector to the household.

Marion was busying herself picking up the scraps and tidying up the room, when they heard the tea-bell ring, and as they did not respond at once, the privileged Mattie came to see what occasioned the delay.

"What is this ye are doin', me little dear," said she; "jist ye go and ate yer supper, while the cakes is hot, and it's me-self that will clare up the room."

"Thank you, Mattie, that will be a favor; and you can put all these things away, for we shall not sew any more for a whole week. We are going to have a good rest."

So the mother and two daughters repaired to the cozy dining-room, where a neat, dainty tea was served, and then returned to the sitting-room, where a bright fire in the grate lent a cheerfulness to the room that all so enjoyed. Without it was cold and the air was filled with snow, which promised to increase to a real

Christmas snowstorm, suggestive of sleigh-bells and Santa Claus.

"Mertie, dear, will you please sing for us; it will rest me, I think," said Marion.

"Certainly, sister; what shall it be?"

"Oh, let us have the Christmas carol I heard you practicing to-day, and, mama, please sing your part, too, and I will be the audience."

Mertie went to the piano, a fine one, by the way, that was a part of the old home furniture, and was a birth-day gift to Marion from her loved father.

Mertie possessed a clear, sweet soprano voice, full of tenderness and feeling, which is so rare, and her mother a rich contralto. As they sang together the beautiful Christmas carol, Marion experienced a feeling of pride and joy. How nicely their voices blend and how Mertie's is improving in strength and volume. Then she plans how they will procure a teacher for her, or wonders if they can send her to the city to study. No, that would separate them, and is not to be thought of; they could not do without their "Sunbeam," as they were wont to call her.

So Marion decided to see Madame W., a noted teacher, who came out from the city once a week to teach a small class of young ladies. Mertie was now in her sixteenth year, and Marion thought it best to give her good instruction, although it might be rather expensive. They found that their business had been so profitable that they could afford to give her at least one term of lessons with Madame W., and it was decided to have her begin as soon as the holidays were past. After discussing the subject, and having decided upon that plan, they all three retired to rest, contented and hopeful.

On the Christmas eve with which our story opens, the spacious and elegant home of James Weston was all ablaze with light, beautiful with decorations, and thronged with guests, many of them from the city with some of Roger's friends from the University, besides an aunt and cousin—his mother's sister and daughter—from Philadelphia. Among them all we find our blonde lady, Miss Horton, arrayed in the blue crepe and looking more beautiful than ever. She has a self conscious air as she has always been admired and complimented, and feels that she is looking unusually well. And now that the reception is over and they are about to enjoy this banquet, she is honored with having

the young host, Roger Weston, as an escort to the table. It had been thus arranged by Mrs. W. since Miss Horton was now their next door neighbor, and a comparative stranger in the place.

When the Ray home was sold, her father, a retired broker from the south, who was in search of a quiet home, where he could bring his family and enjoy his accumulated wealth, had bought this beautiful residence and removed here in May. The invalid wife who had become peevish and dissatisfied with everything, was not at all pleased with the change, so they were not likely to remain long.

Roger was very polite in his attentions to his guest, but could not feel much admiration for her as she seemed rather shallow and seemed to think more of herself than aught else. He could not help comparing her with the friend he had once known that occupied this home she now enjoyed, and Miss Horton suffered greatly by the comparison. Marion seemed to occupy his thoughts a great deal of the time, at least he spoke of the friends who had once lived as their neighbor and asked if she had met Marion; she replied with a smile which was almost a sneer, well, yes, she is my dress-maker. Quite a change isn't it, I don't suppose you will be likely to see her now, as she has dropped entirely out of society, and rightly too, as who would care to associate with one's dress-maker. The implied sneer touched Roger in a moment, and he replied "I see no justice in your remark, and surely if Miss Ray made the gown you wear to-night she is at least mistress of her profession." The spoiled beauty took this as a compliment to herself and simpered, "so you like my dress do you." But the feast was over by this time, and toasts were offered and responded to, and soon all left the tables and repaired to the parlors to enjoy some fine music by some professionals, that Mr. W. had brought out from the city, for the occasion.

Then the guests began to depart with the usual compliments to host and hostess, until, only those stopping at the house were left. When Roger sought his cousin for a little chat, saying, "well Mae how have you enjoyed the evening," "very well indeed," said Mae, "and judging from appearances you have been equally happy." "What of the beautiful blonde, is she as interesting as she is beautiful?" "I saw

that she appeared to be very much pleased with your attention."

"I do not like to express an opinion on so short an acquaintance," said he; "but should I in this case, I fear it would not be particularly flattering to the lady in question. But, mother, what of our old friends, the Rays? How are they getting along, and is Marion still sewing, as you once wrote me? I must see them soon."

"Yes," said Mrs. W.; "the dear girl still keeps her shop and has done a good business. She is just as much a lady as ever, and so self-sacrificing. Who would have believed she could have accomplished what she has? I invited them here to-night, but as they have not been out any yet, they did not feel that they could come, so sent regrets. She is a noble girl, and, though offered assistance by friends, chose to do what she could and not feel dependent."

"Well, mother, I will say good-night," said Roger, going over to her chair and kissing her fondly, as had always been his wont. "It seems so good to be home once more."

Then he bade the others good-night, and soon the house was quiet and dark.

During the week that followed Mrs. W. and Roger called at Mrs. Ray's—not a society call, but as old, true friends—and were made quite welcome.

It was a pleasure to Marion to find that their changed circumstances had made no difference with these friends. Mrs. W. had been very kind, indeed, and often took them out for a ride, and did them many favors, in such a way and with such tact that they could not feel hurt or under any obligation to her for it. This was the first of many visits these two made at the cottage, and Roger often spent an evening with them, sometimes accompanied by Mae, who stayed several weeks with her aunt.

Roger was a lover of music, possessed a fine tenor voice, and he would coax Marion to play accompaniments for him, as she used to do, and Mertie and her mother enjoyed singing with him, too; so they spent many of the long winter evenings quite pleasantly. He often came with a sleigh and took the girls out for a ride on the clear, moonlight nights, which delighted Mertie beyond measure.

The girls still kept the dress-making going, and in the spring found they had

been able to get along without using much of their small means. Marion was pleased with this, as she hoped to be able to send Mertie and her mother to the city for a few months, where Mertie could have better advantages, and her mother a change, too.

And now a delightful surprise awaited them. Mrs. Ray's only brother, William Bently, whom she had not seen for years, and from whom she had seldom heard, having heard of the death of her husband, wrote his sister, asking her how she was situated, and on learning the state of affairs, at once closed his business and set sail for home. He had been in business in Australia for a number of years and had amassed quite a fortune. He had married an estimable young lady, rather late in life, and after a few short, happy years, had laid her dear form, with her infant daughter upon her breast, in the cold, silent tomb. It seemed for a time his heart was buried with them, but on hearing of his sister's loss, he determined to come to her as soon as possible.

And on a bright June morning he rang the bell at the cottage door, and soon had that fond sister in his arms and held her to his heart, while both wept from sympathy and joy. When they were somewhat composed, Mrs. R. called her daughter, saying:

"My dear Marion and Mertie, this is the Uncle Will of whom I have so often told you."

The girls were delighted to see him and felt that they now had some one to care for them.

He soon took the management of affairs saying he had no one else to care for, and was going to have his way in this case.

After Marion had finished what work she already had engaged, he insisted that she take no more, and then began to look about for a house to suit him. In this he consulted Mrs. R., and as it was learned that their old home was for sale, she felt that she would rather live there where so much of joy and grief had come to her, and in due time they were at home and with many of the familiar things about them and some nice new furniture, they were quite contented and happy with Uncle Will ever ready to gratify every wish.

The cottage was let to Ada rent free who brought her mother there, now very much

improved in health and delighted with the cosy home.

Ada continued in the dress-making business and gave good satisfaction to her many customers.

Mrs. Weston and her family were delighted with the return of their friends to the former home, and Roger and Marion spent many happy hours together, and when he asked her to be his wife and share his fortune, she did not say no. And when he asked her to name an early day for the wedding, she said "I would like to be married on Christmas eve." So it was settled that they should be married on the following Christmas eve. And as Roger wished to travel more, and it had always been the desire of Marion's heart to see first her own country and then the old world, they decided to go first on a leisure tour through the south. Then to California, via the Southern Pacific to San Francisco, and when they had enjoyed the beauties and delights of that favored portion of our continent sufficiently, take passage for the other side of the great sea and travel over the eastern continent to their heart's content. Intending, if they enjoyed it, to be away for a year, and on their return to settle in the fine new house to be erected for them during that time, under the supervision of Mr. W.

Uncle Will was anxious to give his niece a grand wedding, but Marion would not consent to it, but insisted on a very quiet one with only a few intimate friends of both families. Nor would she accept of an elaborate trousseau since they were to travel so long, and could not be burdened with much luggage. She went to the city with her mother and uncle and purchased material for two lovely evening toilets and two good traveling suits, one of gray and one of dark blue with other necessary articles, and insisted on taking them to Ada and help to plan and trim them herself, so she had her way in this, and a lovelier bride or one more beautifully dressed is seldom if ever seen.

Her dress was of soft cream crepe with low corsage and trimmed with fine old point lace which was her mother's present to her for the occasion, the soft lace falling from the shoulder over the beautiful rounded arm on which she wore a pair of handsome bracelets with diamond settings, a gift from her uncle, and on her neck a string of pearls with a lovely pendant set with a cluster of rare diamonds, a gift from

Roger. Their present from Mr. and Mrs. Weston was a solid silver tea set, and besides these were many beautiful and costly gifts from other friends.

The ceremony over, they received the congratulations of friends, then partook of refreshments, and at once started on their journey south.

The parting of mother and daughter was sad, and Mrs. R. felt quite desolate when they were gone, but with Mertie and her brother to cheer her, and many things to take her attention, she overcame the feeling of sadness and went with Mr. Bently and Mertie to New York, to stay a few weeks to see the sights and hear some fine operas. It was decided that Mertie should not pursue her musical studies any further at present, so they gave themselves up to all the luxuries that wealth can procure.

Roger and Marion or Mr. and Mrs. Roger Weston, as we now must call them, finished their travels over the continent, boarded a fast line steamer at San Francisco in March, happy and in perfect health, where we leave them to each other, wishing them a pleasant voyage across the blue ocean and adown the journey of life on which they have entered with such bright prospects and anticipations.

NEW CONTRIBUTOR.

In Defense of Strikes.

By L. W. Rogers, Editor "Railroad Trainmen's Journal,"
Galesburg, Ill., in "The Independent."

The relative rights of the employers and the employed is a subject that interests the public, if interest in anything may be measured by the disagreeable inconvenience it causes. And not only does it interest the general public in a business sense, but it should be of great importance to it, because, like the old question of the relation of master and slave, it embraces a problem the rightful solution of which is essential to the nation's political welfare and commercial prosperity. On the principle that pain is a friendly danger signal that warns us of what if not avoided will prove fatal, it may not be a bad thing that strikes are very disagreeable to the American people.

The question whether it is right to strike is one upon which the employes themselves differ widely. There are two distinct classes of organized labor in the United States—the striking and the non-striking. The most important of the latter in rail-

way service is the Order of Railway Conductors and the Order of Railway Telegraphers. The employes composing these organizations seem to believe they can secure all the rights to which the employes are entitled without resorting to the strike, and that whatever cannot be secured peaceably it is better to lose. The employes who compose the striking organizations in railway service (and they are vastly in the majority)—the most prominent of which is the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Brotherhood of Railway Conductors, the Switchmen's Mutual Aid Association, and the Knights of Labor—regard the strike as a legitimate weapon to be used in the defense of personal rights and for the prevention of unjust reductions of wages. But our position on this question is very much misunderstood by the public. The popular idea of a strike associates violence and lawlessness with it, and those who engage in strikes are commonly but erroneously supposed to be always ready to indulge in those unreasonable demands upon employers that can be obtained only by a disregard of reason and the use of force.

To this class of organized labor I belong and in its defense I wish to speak of some of the things we consider our inalienable rights, and how we propose to maintain them. I take it for granted that we all agree that every man is entitled to an honest share of the wealth his labor creates. Of course it is simply impossible to determine exactly what that fair share is, but in a country the agricultural products of which can almost feed the world, with mineral resources almost inexhaustible, with conditions such that tens of thousands of our business men are accumulating fortunes that princes envy—in such a country the fair share of the men who labor with their hands should at least be enough to furnish an abundance of wholesome food, good clothing, comfortable homes, and a little leisure time for recreation and mental development. To secure such a part of the wealth produced in the country, it is necessary for us to organize on a strike basis. People who censure us for this never tire of saying that the laws of supply and demand regulate the labor market and that the natural conditions should not be disturbed. I am willing to admit that a striking organization is a combination

for controlling the labor market; but our defense is that it is a necessity of the times. When great monopolies take possession of the industries of the country and the natural operation of the laws of supply and demand is interfered with by combinations of measureless strength, there is absolutely nothing for the toilers to do but to pit themselves against it and oppose combination with combination. In the absence of any protective law for which the great corporations have a particle of respect, it is necessary for the employés to unite and assert themselves or be ultimately reduced to poverty. Every fair-minded person will surely agree that the employé has as much right to a voice in the fixing of wages as the employer; that it is just as fair for him to resist a reduction as for the employer to resist an increase, and that the power of tying up a railroad is no more cruel in its effect than the power to enforce the laborer into idleness. Whoever does not admit the right of labor to a voice in the fixing of wages must look upon the laborer as a slave who is expected to accept in silence whatever the employer is pleased to offer.

But fair wages is only one of the many things we propose to defend with the weapon of the strike. It is our purpose to protect, by the power of united action, our members against any infringements of their rights as employés and citizens, and one of the first and most important of these is the right to organize for mutual protection. Upon this right depends everything else we hope to secure, and unless it be conceded there is nothing left but submission to industrial slavery. If the right to organize on a striking basis is denied and the claim of the employer, which we so often hear advanced, to the right "to run his own business as he chooses" is admitted, then what is to secure us even a small measure of fair treatment? The right of one man to quit working amounts to nothing. The corporations employing all the railroad labor are not so numerous but that a definite understanding among them is an easy matter, and unless the employés are likewise a unit there is nothing to prevent any arbitrary measures the corporation chooses to enforce.

If the right to organize on a principle of resistance to employers is admitted, does it not follow that we have the right to strike without forfeiting our right to the

place we occupy? To illustrate: a company discharges a few of our members because they belong to a labor organization. The whole membership remonstrates, but the corporation remains firm. Then we all stop work. The company forced a part of us into idleness, and we force the company into idleness as a measure of self-preservation. It is simply a retaliatory measure. It is a temporary suspension of labor and not a resignation of our positions. Has not an employé some claim to a place he has faithfully filled for years that a corporation is bound to respect? When he works for years as a machinist, then another term of years as a fireman, and finally becomes an engineer; when he does faithful service in this capacity for a number of years; when his savings are invested in a home half paid for; when he has grown gray in the perilous service, has he not a right to the place that stands higher than the whim of some master mechanic? Does a corporation possess the unquestioned right to send such a man adrift in a vain search for another position? The truth is that no corporation has a right to "run its own business as it chooses." It should have only the right to conduct its business in conjunction with the employés. The party that owns the coal and locomotives is no more entitled to a monopoly of favorable conditions than the party that owns the nerve and muscle.

The interests of the general public are seriously involved in this issue between employer and employé, and its hope of immunity from the baneful effects of strikes lies wholly with organized labor, and its attitude toward it should be friendly and encouraging. It is to the interest of the public, the employer and the employé that strikes should not occur. But no legislation can prevent their occurrence, and they will never be avoided until the labor organizations are so equally matched against the corporations that it would be evident folly to engage in the industrial warfare commonly called a strike. The splendidly organized armies of Europe are said to maintain its peace. This principle is well illustrated by the creation of the federation of the striking railway organizations in 1889, since when none of them have had a strike, although its central power, known as the Supreme Council, has satisfactorily adjusted three grievances that would have involved either separate

order in a costly strike. Had the Knights of Labor been a member of this federation the strike of the New York Central would not have occurred. The same is true of the C., B. & Q. strike in 1888, which kept two thousand men in idleness almost a year. Had labor organization at that time been perfect, a speedy compromise would have resulted. The public is in error in associating lawlessness with strikes, and in supposing that labor organizations ever desire either. The object of more perfect organization is not to invite battle, but to avoid it. By balancing corporate power with that of united labor, we hope to banish force and allow reason and diplomacy to take its place.

A Doctor Without a Diploma.

I have said that there was no regular physician in California. Later, in 1843, in a company that came from Oregon, was, one Joe Meeks, a noted character in the Rocky Mountains. On the way he said, "Boys, when I get down to California among the Greasers I am going to palm myself off as a doctor"; and from that time they dubbed him Dr. Meeks. He could neither read nor write. As soon as the Californians heard of his arrival at Monterey they began to come to him with their different ailments. His first professional services was to a boy who had a toe cut off. Meeks, happening to be near, stuck the toe on, binding it in a poultice of mud, and it grew on again. The new governor, Micheltorena, employed him as surgeon. Meeks had a way of looking and acting very wise, and of being reticent when people talked about things which he did not understand. One day he went into a little shop kept by a man known as Dr. Stokes, who had been a kind of hospital steward on board ship, and who had brought ashore one of those little medicine chests that were usually taken to sea, with apothecary scales, and a pamphlet giving a short synopsis of diseases and a table of weights and medicines, so that almost anybody could administer relief to sick sailors. Meeks went to him and said, "Doctor, I want you to put me up some powders." So Stokes went behind his table and got out his scales and medicines, and asked "What kind of powders?" "Just common powders—patient not very sick." "If you will tell me what kind of powders, Dr. Meeks—" "Oh, just common powders."

That is all he would say. Dr. Stokes told about town that Meeks knew nothing about medicine, but people thought that perhaps Meeks had given the prescription in Latin and that Dr. Stokes could not read it. But Meeks' reign was to have an end. An American man-of-war came into the harbor. Thomas O. Larkin was then the United States consul at Monterey, and the commander and all his officers went up to Larkin's store, among them the surgeon, who was introduced to Dr. Meeks. The conversation turning upon the diseases incident to the country, Meeks became reticent, saying merely that he was going out of practice and intended to leave the country, because he could not get medicines. The surgeon expressed much sympathy and said, "Dr. Meeks, if you will make me out a list I will very cheerfully divide with you such medicine as I can spare." Meeks did not know the names of three kinds of medicine, and tried evasion, but the surgeon cornered him and put the question so direct that he had to answer. He asked him what medicine he needed most. Finally Meeks said he wanted some "draps," and that was all that could be got out of him. When the story came out his career as a doctor was at an end, and he soon after left the country.—*The Century*.

The Ticket Agent.

HE HAS PLENTY OF CAUSE TO BECOME "GROUTY" AND DISAGREEABLE.

A writer in the Boston *Transcript*, himself a ticket seller, reports a scene which he witnessed not long ago while seated in the office of a large railway station. The 11:40 was about due to leave, when two women hurried up to the window, and the taller of them called for two tickets to C—. The man at the window took them from the case, and as usual called out the price—sixty cents.

The tall woman stopped her search of her purse, and looked up in amazement.

"Sixty cents!"

"Yes'm, and you'll have to hurry if you want to catch this next train."

"I didn't think the price was so much as that."

"The tickets are thirty cents each."

"Oh, of course!" she said with a sigh of relief, "but I only want one."

"Excuse me," said the agent, "I thought you asked for two."

"Yes, but the other lady will pay for hers."

The agent said nothing, though he might have said that he could hardly been expected to know that the customer who called for two tickets was to pay for only one of them.

By the time the transaction was completed it was past 11:40 but the train had not gone. The two women left the window, but immediately came back again, out of breath.

"Are these excursion tickets?" they cried.

"No."

"Oh, but we wanted excursion tickets."

"Then give me fifteen cents more, each of you, and I will change your tickets."

One of the women, in her hurry, dropped her purse and spent several seconds in picking up the scattered change, before she had found her fifteen cents the train drew out of the station.

"The train has gone!" frantically exclaimed the short woman.

"When is the next train for C——?" asked her companion.

"At 12:50."

"Oh! Oh!" cried the short woman.

"Now, you see, we've got to wait here an hour and ten minutes just because you didn't give us the right tickets," said the tall woman, glaring at the ticket-seller.

"I beg your pardon, I gave you what you asked for."

"Of course, we wanted to come back."

"But I didn't know it."

"Did you suppose we wanted to live there forever?" asked the short woman.

"It is hardly my place to suppose at all, madam; I must give people what they ask for."

"I shouldn't mind your stupidity if we didn't have to wait more than an hour on account of it."

With this they turned their backs and flounced away.

"Madam," cried the agent after the tall woman, "you've left your change."

And so she had. In her excitement she had left four dollars and eighty-five cents upon the window-shelf, to be pocketed by the first passer. She did not even thank the man for calling her back.

A few minutes later the writer of the sketch passed near the two women in the waiting-room.

"What a grouchy fellow that ticket agent was!" he heard the tall one say.

"Yes," answered the other, "ticket agents are all alike. I never could understand why they are so disagreeable."

It was no wonder they were provoked; but it does seem a little strange, as the teller of the story remarks, "that the ticket seller—the only one of the three who had not made a mistake, and who had not lost his temper, and the only one who had been civil—should in the end have been called grouchy and disagreeable.—*Iowa Plaindealer.*"

That Famous Goose Story.

"Wust scrape I eber got into wid ole Marsa John was ober Henny. She was a harricane in dem days. She come into de kitchen once, where I was helpin' git de dinner ready an' de cook had gone to de spring house, an' she says:

"'Chad, what ye cookin' dat smells so nice?'

"'Dat 's a goose,' I says, 'cookin' for Marsa John's dinner. Wegot quality, 'say I, pointin' to de dinin'-room do'.

"'Quality!' she says. 'Spec' I know what de quality is. Dat 's for you an' de cook.'

"Wid dat she grabs a carvin' knife from de table, opens de do' ob the big oven, cuts off a leg ob de goose, an' dis'appears round de kitchen corner wid de leg in her mouf.

"'Fo' I knowed whar I was Marsa John come to de kitchen do' an' says 'Gittin late, Chad; bring in de dinner.' You see Major, dey ain't no up an' down stairs in de big house, like it is here; kitchen an' dinin'-room all on de same flo'.

"'Well, sah, I was scared to def, but I tuk dat goose an' laid him wid de cut side down on de bottom of de pan 'fo' de cook got back, put some dressin' an' stuffin' ober him, an' shet de stove do'. Den I tuk de sweet potatoes an' de hominy an' put 'em on de table, an' den I went back to get de baked ham. I put on de ham an' some mo' dishes an' marsa says, look-in' up:

"'I t'ought dere was a roast goose, Chad?'

"'I ain't yerd nothin' 'bout no goose,' I says. 'I'll ask de cook.'

"Next minute I yerd ole marsa a-hollerin':

"'Mammy Jane, ain't we got a goose?'

"'Lord-a-massy! yes, marsa. Chad, you wu'thless nigger, ain't you tuk dat goose out yit?'

"'Is we got a goose?' said I.

"'Is we got a goose? Did n't you help pick it?"

"I see whar my hair was short, an' I snatched up a hot dish from de hearth, opened de oven do', an' slide de goose in just as he was, an' lay him down befo' Marsa John.

"'Now see what de ladies 'll have for dinner,' says ole marsa, pickin' up his carvin' knife.

"'What 'll you take for dinner, miss?' says I. 'Baked ham?'"

"'No,' she says, lookin' up to whar Marsa John sat; 'I think I 'll take a leg ob dat goose'—jes so.

"'Well, marsa cut off de leg an' put a little stuffin' an' gravy on wid a spoon, an' says to me, 'Chad, see what dat gemman 'll have.'

"'What 'll you take for dinner, sah?' says I. 'Nice breast o' goose, or slice o' ham?'"

"'No; I think I 'll take a leg ob dat goose.'

"'I did n't say nuffin', but I knowed bery well he wa' n't a-gwine to git it.

"'But, Major, you oughter seen ole marsa lookin' for de udder leg ob dat goose! He rolled him ober on de dish, dis way an' dat way, an' den he jabbed dat ole bone-handled carvin' fork in him an' hel' him up ober de dish an' looked under him an' on top ob him, an' den he says, kinder see like:

"'Chad, whar is de udder leg ob dat goose?'"

"'It did n't hab none,' says I.

"'You mean to say, Chad, dat de geoses on my plantation on'y got one leg?'"

"'Some ob 'em has an' some ob 'em ain't. You see, marsa, we got two kinds in de pond, an' we was a little hurried to-day, so Mammy Jane cooked dis one 'cause I cotched it fust.'

"'Well, said he, lookin' like he look when he send for you in de little room, 'I 'll settle wid yo after dinner.'

"'Well, dar I was shiverin' an' shakin' in my shoes, an' droppin' gravy an' spillin' de wine on the table-cloth, I was dat shuck up; an' when de dinner was ober he calls all de ladies an' gemmen, an' says, 'Now come down to de duck pond. I 'm gwine to show dis nigger dat all de geoses on my plantation got mo' den one leg.'

"'I followed 'long, trapsin' after de whole kit an' b'ilin', an' when we got to de pond"—here Chad nearly went into a convulsion with suppressed laughter—"dar

was de geoses sittin' on a log in de middle of dat ole green goose-pond wid one leg stuck down—so—an' de udder tucked under de wing."

Chad was now on one leg, balancing himself on my chair, the tears running down his cheeks.

"'Dar, marsa,' says I, 'don't ye see! Look at dat old gray goose! Dat 's de berry match ob de one we had to-day.'

"'Den de ladies all hollered an' de gemmen laughed so loud dey yerd 'em at de big house.

"'Stop, you black scoundrel!' Marsa John says, his face gettin' white an' he a-jerkin' his handkerchief from his pocket: 'Shoo!'"

"'Major, I hope to have my brains kicked out by a lame grasshopper if ebery one ob 'em geoses did n't put down de udder leg!

"'Now, you lyin' nigger,' he says, raisin' his cane ober my head, 'I 'lt show you—'

"'Stop, Marsa John!' I hollered: 't ain't fa'r, 't ain't fa'r.'

"'Why ain't it fair?' says he.

"'Cause,' says I, 'you did n't say Shoo' to de goose what was on de table.'"—*The Century*.

December.

On Christmas day, when fires were lit,
And all our breakfasts done,
We spread our toys out on the floor
And played there in the sun.

The nursery smelled of Christmas tree,
And under where it stood
The shepherds watched their flocks of sheep
All made of painted wood.

Outside the house the air was cold
And quiet all about,
Till far across the snowy roofs
The Christmas bells rang out.

But soon the sleigh-bells jingled by
Upon the street below,
And people on their way to church,
Went crunching through the snow.

We did not quarrel once all day:
Mamma and Grandma said
They liked to be in where we were,
So pleasantly we played.

I do not see how any child
Is cross on Christmas day,
When all the lovely toys are new,
And everyone can play.

—Katharine Pyle, in *December St. Nicholas*

The Fishing Party.

JAMES WHITCOMB RILEY, IN "THE CENTURY."

Wunst we went a fishin'—me
 An' my Pa an' Ma—all three,
 When they was a picnic, 'way
 Out to Hanch's Woods, one day.

An' there was a crick out there,
 Where the fishes is, an' where
 Littls boys 't ain't big an' strong
 Better have their folks along.

My Pa he ist fished an' fished!
 An' my Ma she said she wished
 Me an' her was home; an' Pa
 Said he wished so worse'n Ma.

Pa said ef you talk, er say
 Anythin', er sneeze, er play,
 Hain't no fish, alive er dead,
 Ever go' to bite, he said,

Purt' nigh dark in town when we
 Got back home; and Ma, says she,
Now she'll have a fish fer shore!—
 An' she buyed one at the store.

Nen' at supper, Pa he won't
 Eat no fish, an' says he don't
 Like 'em. An' he pounded me
 When I choked!—Ma, didn't he?

A Southern Wonderland.

We have been visiting friends in the Alabama Highlands, in the neighborhood of Huntsville, one of the famous places of the Old South, a place that was known through the length and breadth of the land, while yet the now populous cities of Chattanooga and Birmingham were unborn. Huntsville is said to be proud of the past, and it gives evidence of having been a center of culture, refinement and wealth, but its glory seems to have, in a great degree, departed. Railroads and factories, those great levers of the present, seem to pass her by; booms do not take root in the soil of the conservative old town, but any one who carries the evidence of respectability about his person, can be sure of a dignified and graceful hospitality flavored with an old time courtesy that is very refreshing in these days of shoddyism and brusquerie.

There is one feature of Huntsville's future that seems assured. She will doubtless become a great educational center. She already has a very fine female college, also a seminary of some note, and a military academy that its promoters (and as it

impressed us, not unreasonably) expect to see equal West Point during the life-time of some of its first graduates. The martial spirit is, and always has been, prominent in the southern character, and there is practically no limit to the prominence that might be attained by such an institution, well officered, well handled, and well endowed, and any one knowing the south can have no doubt, that, granting the two former, the latter will surely follow.

The stranger visiting Huntsville is apt to be impressed with the adaptability of the old town as a seat of learning, and the healthfulness of the place. I was told that an epidemic has never once gained a foothold, though her doors have always been thrown wide open to yellow fever fugitives of New Orleans, Vicksburg, Memphis and other places. Her water supply is unique and unapproachable; it is furnished by an immense spring of the purest water, which discharges millions of gallons daily, from beneath a ledge of rocks, within one hundred feet of the public square, and in turn operates a turbine wheel, which works a pump that carries the water to the highest point in town, and in addition a stream passes over the dam, which we estimated at fifteen feet wide and six inches deep, forming a river-like stream, which, we were informed, was used in anti-bellum times as a canal, to convey cotton from Huntsville to the Tennessee River, some fifteen miles distant.

The streets are broad, well paved and shaded, and added to this, the town is surrounded by beautiful mountains. One, Monte Sano, has been noted from earliest times as a health resort, particularly so for children. In ante-war times we are told people used to camp in tents on the summit, but now all that is changed; a railroad runs on the top, and, in addition, a macadamized pike allows of easy driving. A hotel of two hundred rooms has been erected. It is managed by a northern man, who is said to give great satisfaction. The top of the mountain is fairly well laid off in drives and walks, while the views are simply magnificent. Recent discoveries in some of the valleys would seem to indicate that in prehistoric times this whole region was covered by the sea. We wandered two or three miles along the so-called shores, and the names as given by our guide were, some of them, at least, very suggestive. Big Eddy had evidently

been scoured out by a whirling sea. Titian Bluff, some seventy to one hundred feet high, had just as plainly been battered for thousands of years by a stormy sea, while it was just as plain that broken bluff had been undermined by the sea and the result was an overhanging mass of rock, projecting from thirty to fifty feet. Ragnarock Avenue, with its masses of rock weighing hundreds of tons, piled promiscuously around, was very suggestive of the only power that could so arrange or disarrange them, viz., water. While Big Cleft and Little Cleft, great slices of bluff weighing thousands of tons, had been undermined so gently but surely, that when they let go of the present bluff, and had settled down a few feet and found solid bottom, they landed back against the bluff leaving a crevice just about wide enough for an ordinary person to pass through, which we did with the daylight peeping through some seventy-five to one hundred feet above. We confess to having had our own doubts about the safety of the passage, but we had faith in the assurance of our guide that there was really no danger, but one of our party, after entering the Big Cleft—as our guide expressed it—lost her sand, and broke down entirely, and lamented, like Rachel weeping for her children, refusing to be comforted. She declared that she knew she could never get through if she tried a thousand years, but after a short rest, and the administering of something from a bottle, that our guide called rattle-snake poison, her nerve came back, and she pulled through with room to spare. St. Helena, a towering rock about as big as a two story building and leaning at an angle of forty-five degrees, should have a rough statue of Napoleon I. placed on its summit. Demon's Cavern is very suggestive of the demon of high waters holding high carnival. Danger Bay is well named, while the various water marks pointed out by our guide, showing conclusively where the sea had beat for ages and then in some great convulsion of nature the level had fallen some ten or twelve feet, and remained at that level for other ages, filled our hearts with charity for that much abused individual who wrote "Atalantis," and caused us to think that perhaps after all it wasn't altogether fable. Perhaps we ought to have been afraid to rest beneath Canopy Rock, but the good things enjoyed there had a tendency to soothe the spirits and add to one's courage.

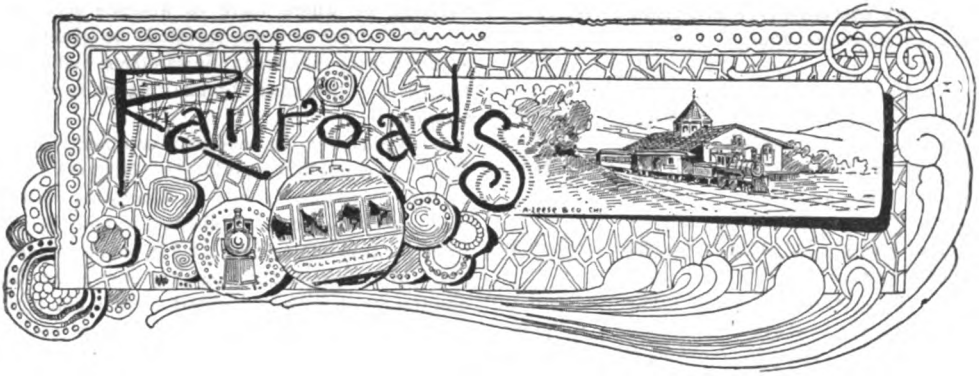
Sylvan Falls and Varnishing Falls are both spots of rare beauty, and when the region shall have been more fully developed and its great possibilities more completely utilized, then some of our own summer resorts nearer home will have to look to their laurels, for this veritable wonderland of the south will not be denied her share of patronage. One could write a much longer letter, and then only glance at a tithe of the sights to be seen, and described, but time and space does not admit, but I cannot close without describing the greatest wonder of all. Our guide took us to see what he called the natural well. Imagine a hole in the ground, in a depression on the mountain side, said hole some thirty or forty feet in diameter (and with the exception of some ten or fifteen feet on one side near the top) as smooth as if cut with a diamond drill, and extending down beyond the reach of vision. A stone thrown in was twelve seconds before it struck, and then it seemed to strike the side and go on rebounding to an almost illimitable distance. Our guide claimed to have been the first man to had ever descended into its depths, and since that there have been only four others who have been down, and they accompanied him on the occasion of a second visit. He says it is one hundred and eighty-five feet from the top of the well to the top of the rubbish pile in the bottom, said rubbish pile having been formed by people throwing stones, sticks, etc., etc., into the well during the fifty years that it has been known to exist. He says that the rubbish pile is about one hundred and fifty feet high, and at the bottom extensive caverns open out. But I guess I have said enough to convince you that there is something worth seeing here. More of which I propose seeing during my next vacation, when I shall give myself more time.

JOHN B. MCBURTH.

What Shall the Harvest Be?

Was the inquiry with which the choir greeted the audience on the occasion of the marriage of Mr. Corn to Miss Wheat in Creston recently.

The location of the headquarters of the Order of Railway Conductors in some other city than Cedar Rapids, Iowa, is attracting attention all over the country, and it will not go begging for a place.—*Indianapolis News.*



Chicago & North-Western Railway Company.

CHICAGO, Ill., Sept. 29, 1890.

The following rules will govern the employment and compensation of freight conductors. They will take effect on October 1st, 1890, and will supercede the rules issued under date of May 8th, 1890, and in effect June 1st, 1890.

ARTICLE I.

Rates and Grades.

1. There shall be two grades of freight conductors established, and the compensation shall be as follows:

(a) For the first year's actual service after promotion from a brakeman, sixty-eight dollars (\$68.00) per month. (b) For the second year's service, and thereafter, seventy-eight dollars (\$78.00) per month.

2. Conductors of way freight trains will be paid eighty-five dollars (\$85.00) for twenty-six hundred (2600) miles or less, made in one month. All mileage in excess of twenty-six hundred (2600) miles in any one month will be paid for at the rate of three and one-quarter ($3\frac{1}{4}$) cents per mile.

3. Conductors of work trains will be paid not less than eighty-five dollars (\$85.00) per month of twenty-six (26) days, ten (10) hours or less to constitute a day's work. All time made in excess of ten (10) hours will be paid for at the rate of three and one-quarter ($3\frac{1}{4}$) cents per mile.

4. The pay of mixed train conductor will be computed at freight rates.

5. Freight conductors temporarily in passenger service will be paid freight mileage.

ARTICLE II.

Rules for Computation.

1. The monthly compensation is to be based on a mileage of twenty-six hundred (2600) miles, or twenty-six (26) days per month, and any excess over this mileage made by freight conductors will be paid for in the same proportion as the monthly compensation is to twenty-six hundred (2600) miles.

2. If the mileage of a freight conductor falls below twenty-six hundred (2600) miles in any one month, and he has been ready for service, losing no time on his own account, in such cases full time will be allowed for twenty-six hundred (2600) miles.

3. The first year's service is to consist of twelve (12) calendar months.

4. Should it become necessary to reduce the force on account of decreased business, and the conductor still remains in the employ of the company as brakemen, his promotion is to date from the time he made his first trip as conductor, and he shall receive the highest rate paid brakemen.

5. Freight conductors will be notified when time is not allowed as per trip report.

ARTICLE III.

Extra Mileage.

1. All freight conductors on regular runs will receive compensation for extra mileage made outside of their regular runs.

2. All runs of less than one hundred (100) miles shall be computed as one day's work, provided the men do not go out again the same day, except on branch runs where the mileage is less than sixty (60) miles per day, where the company reserves the right to make special agreements with its conductors as to the compensation they shall receive.

3. When crews are required to double hills, such crews will be allowed the extra mileage made.

ARTICLE IV.

Delayed Time.

1. Conductors will be called, as nearly as possible, one hour before the leaving time of their trains. They will be paid for delayed time at terminal stations, provided the delay exceeds one (1) hour. They will also be paid for all delayed time between terminal stations in case of accidents, washouts, snow, or unloading or loading material, provided no claim will be made unless there is a full hour's delay, or if train arrives at terminal on time.

2. All delayed time will be paid at the rate of ten (10) miles per hour.

ARTICLE V.

Dead-Head Time.

1. Conductors will be allowed ten (10) miles per hour for dead-heading on passenger trains. All other dead-heading shall be computed as actual miles run.

2. When freight crews and way cars are ordered dead-headed, the crews shall accompany their way cars.

3. In ordering crews, the first crew shall run the train, the next crew dead-heading, when such service is required, said crew being ahead of the crew with whom they dead-head, on reaching the terminal of that run.

ARTICLE VI.

Switching Service.

1. If freight conductors are required to do switching at terminal stations either before leaving or after arriving at such terminal, they will be paid extra for all such switching at the rate of ten (10) miles per hour. Less than forty-five (45) minutes will not be counted. Forty-five (45) minutes and less than one (1) hour will be counted one hour.

ARTICLE VII.

Discipline.

1. In case of dismissal or suspension of a conductor by anyone below the division superintendent in rank, he shall have the right to appeal to the division superintendent for a full and impartial investigation. Should the division superintendent fail to adjust the case, the conductor may appeal to the general manager or the general superintendent.

2. No fault shall be found with a conductor who refuses to go out on account of needed rest.

3. When a freight conductor is taken from his run for an alleged fault, an investigation shall be held, ordinarily within three (3) days. Where more than three (3) days elapse he shall, if found innocent, receive pay for all time lost after the third day. No punishment to be fixed without a thorough investigation,

ARTICLE VIII.

Conductor's Rights and Privileges.

1. Conductors will be allowed to lay off on account of the sickness of themselves, their families, or for other good and sufficient reasons, provided due notice is given to the proper officers, so that their places may be filled with other men.

2. This does not permit the conductor to leave the division on which he is employed without permission from the superintendent.

3. Any conductor having been absent to exceed six (6) consecutive months, thereby forfeits all rights with the company, except in case of

sickness, or where leave of absence has been given. No leave of absence shall be granted to exceed one (1) year, nor re-instatement made after one year's continuous absence, except in case of sickness.

3. The rights of a conductor commence on the day of his promotion, and he shall have the choice of runs to which his age as conductor entitles him, providing he is intellectually and morally fitted for it in the opinion of his superintendent.

5. When passenger crews run over more than one freight division, the oldest freight conductor on either division will be considered as entitled to the promotion to passenger runs as above. Nothing in this article shall be considered as preventing the company from employing experienced men when the service requires it.

6. Conductors having charge of trains shall be held responsible for their safe management, and shall have the right to place their brakemen as their best judgment may dictate.

7. When a conductor leaves one division, of his own accord, to work on another division, he shall be considered as a new employé, but should he be transferred by order of the company, the same rights he possessed on the first division shall be maintained on his return to the same.

ARTICLE IX.

Calling of Men.

1. A book shall be kept in the train dispatchers office, showing the name of each conductor and his residence. Superintendents shall agree with their men on certain limits within which men shall be called to take their trains, where call boys are provided.

2. Call boys shall be provided with a book in which conductors shall register their names, and the time they were called.

8. Conductors shall also register in a book kept for that purpose in the train dispatcher's office, or other designated place, thirty (30) minutes before their trains are due to leave.

ARTICLE X.

Running of Crews.

1. On other than assigned runs the crews will run first in first out.

(Signed)

S. SANBORN,
General Superintendent.

Approved:—

J. M. WHITMAN,
General Manager.

A Russian engineer who has lately been examining the Canadian Pacific Railway, says his government has decided to build a railway across Siberia from the Ural mountains to the Sea of Japan, at a point 6,000 miles from St. Petersburg. The country to be traversed as far as Lake Baikal is not unlike the Canadian Northwest.

Union Pacific System.

MOUNTAIN DIVISION.

SCHEDULE OF PAY FOR TRAINMEN, TO TAKE EFFECT
MAY 1, 1890.

WYOMING AND IDAHO DIVISIONS.

1. Freight runs of more than one hundred miles to be paid at the rate of three cents per mile for conductors and two cents per mile for brakemen. All time consumed in making any one trip on these runs in excess of that time necessary to complete the trip at an average rate of eleven miles per hour will be paid for as overtime. For example, a run of 132 miles will be paid 132 miles at mileage rates and all time used in excess of 12 hours will be over time. Excepting that on 5th Wyoming Division District, overtime will not be paid until after 8½ hours, on the 9th Wyoming Division District until after 9½ hours and on the 2nd Idaho Division District until after 10 hours. All overtime to be paid 30 and 20 cents per hour respectively for conductors and brakemen. The pay of the Idaho Division men to remain as now for the present.

2. Local freight and mixed trains, where crews are assigned regularly to the runs, will be paid \$100 per month for conductors and \$75 per month for brakemen.

3. The pay of Main Line passenger train men on assigned runs will be \$125 per calendar month for conductors, and \$75 per calendar month for brakemen and \$85 per calendar month for baggagemen.

4. Short, irregular runs, not otherwise provided for, will be paid for at the daily rate. More than five hours and not more than twelve hours daily constitute one day. All time over twelve hours will be paid extra at thirty and twenty cents per hour respectively. Less than five hours, one half day, and if not regularly in daily service crew will stand first out.

The daily rates will be:

Passenger conductors.....	\$4.00	per day.
Freight "	3.25	" "
Work train "	3.25	" "
Brakemen	2.17	" "
Work train brakemen.....	2.25	" "

5. Allowance for light runs with engine and caboose will be made at the regular rates for freight-train service. Passenger conductors and brakemen will not be required to make more than 5,900 miles per month, except on Fast Mail trains. Present trains 503 and 504 on O. S. L. and trains No. 1 and 2 between Green River and Ogden, not being construed as fast mail trains. Mileage in excess of 5,900 miles will be paid for at rate of 2½ cents per mile for conductors and 1½ cents per mile for brakemen.

Maximum mileage for Fast Mail trains for O. S. L. to be 7,100 miles; for Wyoming Division to be 8,000 miles.

6. Train men will be called at all division or terminal stations by the train caller, who will always be provided with a book in which the men called will enter their names, together with the time they are called, unless they are called earlier at their own request, in which event their time will begin at the time set for the departure of the train.

7. After continuous service of 16 hours or more, train men shall be entitled to, and allowed, 8 hours for rest before being called to go out; provided, they so desire and give notice thereof, except in case of washouts, wrecks and other similar emergencies.

8. When the freight traffic is light so that the crews in service are not able to make reasonable time, crews will be taken off, beginning with the youngest, until the crews left in service are enabled to make reasonable wages. Conductors temporarily suspended under this rule will be given preference as brakemen over younger men, and will retain their rights as conductors. They will also be again placed on their trains when the traffic requires an increase of crews.

9. Where a train man is taken from his run for investigation of an alleged fault he shall, if found innocent, receive pay for time lost; no punishment to be fixed without a thorough investigation, said investigation to be held, ordinarily, within five days of the date of the removal from service.

10. All crews required to deadhead will be allowed full pay therefor, except when necessary to equalize crews and power, in which case only half time will be allowed. When attending court at the request of an official of the company, train men will be paid legitimate expenses and daily rate as per Article 4.

11. Where train men are called, and from any reason other than their own action do not go out at all, if held on duty less than 5 hours they will be paid one half day and stand first out. If held more than 5 hours they will be paid one day and go behind other crews at that point.

12. As far as possible certain trains will be designated to do the local work, the way freight and other local work to be put on these trains.

13. When freight crews make continuous runs over more than one district the mileage allowed will be the amount of the actual mileage of the districts run over. The present arrangement for constructive mileage to remain in force.

14. In computing over time or delayed time, no fraction of an hour less than 30 minutes will be counted. Thirty minutes or over will be counted one hour.

C. F. RESSGUTH,

General Manager.

To take effect May 1st, 1890.

Nebraska, Kansas, Colorado, Saint Joseph and Grand Island Divisions.

June 7th, 1890.

1. Crews on freight runs of one hundred miles or over first in first out, will be paid at mileage rates—three (3) cents for Conductors and two (2) cents for Brakemen. All freight runs not otherwise provided for, will be paid at daily rates; less than five hours to be one-half day, over five hours and less than twelve hours, one day. On runs of over one hundred miles overtime will be allowed after what the time would be, based on a schedule of eleven (11) miles per hour. To be paid for at thirty (30) cents per hour for Conductor and twenty (20) cents for Brakemen. Fifth District Union Pacific, Denver & Gulf and Colorado Division to remain as at present. Time used in switching at Division and Terminal stations to be included in computing overtime.

2. There shall be ten passenger crews between Omaha and North Platte, exclusive of fast mail, to run first in first out, including Grand Island local.

Five passenger crews between North Platte and Cheyenne, exclusive of fast mail.

Six crews between Kansas City and Ellis; and between Ellis and Denver.

Colorado Division crews remain as at present.

3. Local freight and mixed trains, where crews are assigned regularly to the runs, will be paid Ninety-Five Dollars (\$95) per calendar month for Conductors and Seventy Dollars (\$70) per calendar month for Brakemen. Eighty Dollars per calendar month for baggagemen on main line runs.

4. Allowance for light runs with engine and caboose will be made at regular rates for freight train service.

5. Trainmen will be called within fourteen blocks of main line divisions or terminal stations by the train caller, who will always be provided with a book in which the men called will enter their names, together with the time they are called. The time of trainmen will begin at the time set for the departure of their trains.

6. After continuous service for sixteen hours or more, trainmen shall be entitled to and allowed eight hours for rest before being called to go out, provided they so desire and give notice thereof, except in case of wash-outs, wrecks and other similar emergencies.

7. When the freight traffic is so light that the crews in service are not able to make reasonable time, crews will be taken off (beginning with the youngest) until the crews left in service are enabled to make reasonable wages. Conductors temporarily suspended under this rule will be given preference as Brakemen over younger men,

and will retain their rights as Conductors. They will also be again placed on their trains when the traffic requires an increase of crews.

8. Where a trainman is taken from his run to investigation of an alleged fault, he shall, if found innocent, receive pay for time lost; no punishment to be fixed without a thorough investigation. Ordinarily said investigation to be held within five (5) days of the date of the removal from service.

9. All crews required to dead head will be allowed full pay therefor, except when necessary to equalize crews and power, in which case only half time will be allowed. When attending Court, at the request of an official, trainmen will be paid legitimate expenses and daily rate.

10. Trainmen required to remain on duty with their trains after arriving at main line terminal stations thirty minutes or more, shall be paid in accordance with Section Thirteen.

11. Where trainmen are called, and from any reason, other than their own action, do not go out, if held on duty less than six hours they will be paid one-half day and stand first out. If held more than six hours they will be paid one day and go behind other crews at that point; it being understood that in case crews go out within six hours, time on duty will be reckoned from time first called to go out.

12. On the following districts there will be designated certain trains to do the local work. As far as possible, the way-freight and other local work will be put on these trains, and the crews of these trains will, in all cases, consist of a Conductor and three Brakemen.

Nebraska Division—First and Second Districts.

Kansas Division—Main line between Kansas City and Salina.

O. & R. V. Division—Second District (and Stromsburg District, when business justifies.)

St. J. & G. I. and Colorado Division as agreed.

13. In computing overtime or delayed time, no fraction of an hour less than thirty minutes will be counted. Thirty minutes or over will be counted one hour.

14. That all trainmen shall be examined according to age in the service, and, all things being equal, if they pass a satisfactory examination, they shall be promoted accordingly.

W. H. HOLCOMB,
Vice President

Mart's Actions Didn't Suit.

This is the story Brother Warman of *The Western Railway* tells on a former member of 126.

Some years ago, Mart Suiter, who is now taking tickets, and money and other things that he thinks he needs, on the Scenic Route of the world, was arrested charged with an awful crime. As

the accused was acquitted, and the story is a very funny one, we can't resist the temptation to tell it. Mart was running a freight train on the Union Pacific and another old maid was running an Indian school on the line of the same road. There was a water tank near a little artificial lake; a big fill made a dam, and the dammed water made a lake, and near the lake stood the school house where the young ideas of forty-three Juanita's were being taught how to shoot. Twice a week the prim school marm and her forty-three Indian maidens were want to go into the laughing water and bathe their back hair. Although trains seldom stopped at this place for water, the teacher noticed that on wash-day—as the train men called it—no engineer was ever able to get by the tank. On the day of which we write, Suiter's caboose stood exactly on the fill. While they waited the train crew went out and sat on the ends of the ties and flipped pebbles at the bangless heads of the youthful hair-lifters, while the teacher chinned the billows and roasted the car-hands in good English. When at last the train pulled out, and the angry school marm went ashore and made her toilet, she proceeded to get even. She went into the town and swore out a warrant charging Suiter with an attempt to do great bodily harm and so on to herself and the other forty-three ladies who were in the bath with her. The whole train crew was led into court headed by an attorney for the railway who was to defend the railway employés. When the school marm had told her story, the magistrate dismissed the case and he and the lawyer and the train crew went over to McMullen's saloon and had a good long laugh.

The Ogden *Commercial* has its say in regard to president Adams of the U. P., in the following manner:

The Union Pacific is continually making changes. Its most competent men are beheaded summarily. There is no official in the operating department who knows whether his head will be on his shoulders or in a basket twenty-four hours hence. General Traffic Manager Mellen was the latest victim.

That such a system of decapitation tends to demoralize the service and imperil the traveling public there can be no question. Theoretically C. F. Adams is a good railroad man. He neglects to put his pleasant theories in practice. As a president he has been a failure. He has looked after the financial part of the road to the detriment of everything else. This is not saying that he is not an excellent gentleman and well received in Boston's circles.

While changes are in order a few more could

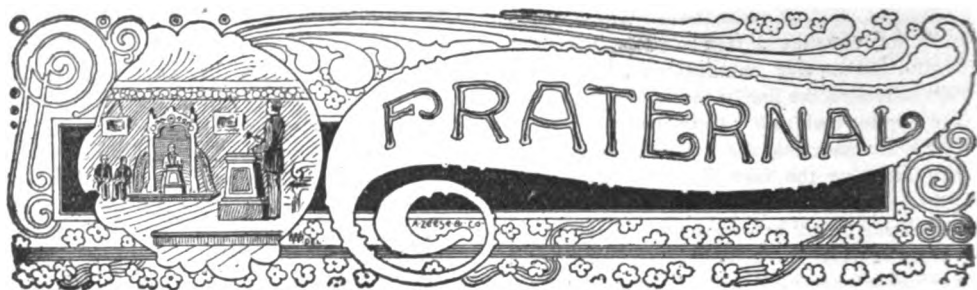
properly be made. The western traffic could receive attention, the western rolling stock could be doctored a little, the western road-bed be ballasted, the western ties that rot be replaced by sound ones. Then, perhaps, it would be possible for a Union Pacific train to reach Ogden on time. There must be something the matter. The passenger trains from the east are invariably late. Sometimes they are only an hour late, but such promptness as this is seldom witnessed, and next day the deviation from schedule time is about six hours. Why not change the schedule to fit the trains, since the trains cannot fit the schedule? For instance the 1:30 a. m. train that averages 5 a. m., could be booked for 5 a. m. and come somewhere near making it.

These suggestions are thrown out freely, and the worthy president of the Union Pacific, swinging his headman ax with cultured glee, is welcome to pause a minute and consider them. Really they are worth it.

A Railroad on Tree Tops.

It may not be known outside of the neighborhood in which it is situated, but it is nevertheless a fact, that in Sonoma county Cal., there exists an original and successful piece of railroad engineering and building that is not to be found in the books. In the upper part of the county named, near the coast, may be seen an actual railroad bed on tree tops. Between the Clipper Mills and Stuart Point, where the road crosses a deep ravine, the trees are sawed off on a level with the surrounding hills, and the timbers and ties laid on the stumps. In the center of the ravine mentioned, two huge red-wood trees, standing side by side, form a substantial support. These giants have been lopped off seventy-five feet above the bed of the creek. This natural tree bridge is considered one of the wonders of the Golden State, and for safety and security far exceeds a bridge framed in the most scientific manner.—*American Sentinel*.

The committee of Lake Erie and Western employés are still here holding private meetings and declining to give any information to the press. Manager Bradbury has the schedule of wages paid by all the other lines in this territory, and insists that the men on his system fare as well, and in many instances better, than on other lines, and remains firm in his intention to make no general increase. A well-founded report is that members of the committee are urging a strike, but the engineers and firemen are opposing it, and if a strike does come will remain loyal to the company, in accordance with the contract made by their Grand Chiefs.



PHILADELPHIA, Nov. 27, 1890.

Editor Railway Conductor:

It has been a long time since the correspondent of West Philadelphia Division No. 162, has contributed anything to THE CONDUCTOR, yet at odd times "Listener" has contributed to your columns and has given considerable information and sport. Listener, is a very mysterious person. I believe there are only about four members of No. 162, who know who he is, and I hope he will continue writing.

Last Thursday evening, Nov. 20th, we celebrated the sixth anniversary of our organization as a division, with a concert and banquet—about 275 ladies and gentlemen taking part.

The committee on anniversary were: Past C. C., William A. Bingham; Ex-S. and T., A. H. McCauley; Asst. Sec. Wm. Showalter; A. C. C., A. Hughes and C. C., Wm. J. Maxwell, ex-officio members. The committee deserves considerable credit for the able manner in which it was conducted, it being superior to any anniversary we have yet had.

After some delightful music by the orchestra, Brother A. H. McCauley introduced Brother E. E. Clark, G. C. C., who delivered a short address on our Order, showing the bright prospects for the future, and outlining some of the work already accomplished, and the substantial increase in the membership in the last six months.

Next followed singing by Mr. Frank Mulvey, who is connected with the B. & O. R. R. in Philadelphia.

C. C., Wm. J. Maxwell, was next introduced, who delivered an address on our division since its organization, which I would like to reproduce for the benefit of our members, but not wishing to take up too much space I will only give some few facts for the benefit of our readers.

Our division is one of the few divisions that pays a regular weekly sick benefit, and from the date of our organization, Nov. 16, 1884, to Nov. 1, 1890, we have paid out \$5,253.00 for sickness and distress. Our expenses have been \$3,324.56, and our total receipts from all sources in the same time, were \$9,145.93, leaving a net total in

the treasury of \$568.05. My opinion is, that this is a very creditable showing for 150 men; something they can all be proud of.

We have been called upon to bury 14 of our members, 11 of whom were in good standing in our insurance at death. At the present time we have 147 members in good standing, 99 of whom are insured. If all our divisions could show this percentage $\frac{2}{3}$ in our insurance, the department would show up much better, and I think would be somewhat cheaper all around.

And further, if our sister divisions would adopt the payment of weekly sick benefits, there would be less begging circulars sent out.

During the late scourge that was going over the earth (La Grippe) we paid out for sickness: \$430 in December 1889, and January and February of 1890, and paid it as it came due, while other older organizations around us suspended payment on account of the heavy drain, and all this is done at an average cost per member of \$9.25 per year.

Following Brother Maxwell, Corporal Kay of G. A. R. fame, was introduced and favored us with a comic song, and was followed by Brother Robert McDonald, of Neptune Division No. 169, with a humorous address. The Brothers who attended the Louisville, New Orleans and Toronto conventions will remember Brother McDonald as delegate from Division No. 169, and those who had the pleasure of his company at any of the above meetings well know his ability to entertain an audience and I can assure you he maintained his record.

On behalf of Erickson Division No. 5, L. A. of O. R. C. Grand C. C., Clark, presented our division with a handsome memorial in the shape of a white oblong card, folded at two corners, bearing the inscription: "Presented by Erickson Division No. 5, L. A. of O. R. C., to West Philadelphia Division No. 162, O. R. C., on their Sixth Anniversary." The card set on a bed of white satin handsomely painted with flowers. The folded corners of the card caught by bows of silk cord, and all encased in a handsome frame of white and gold. The memorial was received by the C. C., W. J. Maxwell, on behalf of our division, in a few appropriate remarks.

One of the comical features was, Brother McDonald found, back of the stage, an amateur crayon portrait of a locomotive and man's head. The thought struck him to present it to Brother McCauley, and forthwith did so, saying: "Brother McCauley, in recognition of your long standing as a conductor, and ability in railroad business, I am directed to present to you this handsome token of our esteem. (At the same time unfurling the paper and exposing the picture.) Which caused great merriment. Brother McCauley, somewhat taken back, but equal to the emergency, said: "In accepting this token, I am both surprised and pleased, surprised at receiving a token of this nature at this time, and pleased that the man's head, drawn on the paper, is such a good likeness of the one presenting it, and would always cherish it in memory of this pleasant evening." This time the laugh was on Brother McDonald.

At 10 p. m., the audience was invited to the supper room and dancing floor, as our room was limited, all could not eat at one time, so those that did not eat at the first table had the pleasure of dancing, and dance they did, and eat they did. The supper beggars description. I will not undertake to describe it, it simply excelled comment, and was just delicious; in fact, some of those that got to the first table forgot others were waiting, and were inclined to stay all night, and others that did think of those waiting, embraced the first opportunity to return, after they had danced the first invoice down to the bottom, others filled their handkerchiefs and pockets for those they had left behind at home, but we had plenty for all, and all they got they were welcome to.

The committee of ten ladies of Erickson Division No. 5, who got the supper up, outdid themselves, and we as a division, shall ever feel under eternal obligations for the efficient manner in which they conducted their undertaking. And from what I can learn and have heard, quite a few new recruits will knock at the door of Erickson division for admittance, and I think it would be well for the wives of all our conductors to make up their minds to get there. They, as an organization, have proved themselves a blessing to more than one widow since they organized, and a boon to us, and our wish is, that they will never grow weary, and harmony and good cheer forever follow them.

In all we had a very enjoyable evening, and will long be remembered by those in attendance.

Our division is prospering—new members coming in every month, and good prospects of quite a few more in the near future. One point that is to be commended is our attendance. From thirty to fifty members turn out at every meeting, and

take a hand in making things lively for its C. C. If they enjoy it, I am glad of it. As their C. C. I certainly will assist them in keeping things warm.

Our election of officers will be December 21st, and we propose to have a public installation in the evening. We have invited Erickson Division No. 5, L. A. of O. R. C. to attend in a body, and also our sister divisions close at hand.

With kind regards to all, and prosperity to our Order, I am yours in P. F.,

W. J. MAXWELL,

Corresponding Secretary No. 162.

THOMSON, Georgia, Nov. 24, 1890.

Editor Railway Conductor.

On the twenty-second a conductor handed me a number of your interesting paper, the first I had ever seen, and as a railroad man congratulate you on the make-up of the copy. Very interesting especially to railroad men.

I am one of two of the oldest living railroad conductors in the world. The oldest is William Printop, living about ten miles from here. We both reside in McDuffy county, Georgia. He ran on the Georgia railroad. He began in 1841, and I in 1842. Conductors of freights. Although in that day when railroading was in its infancy, there was not any distinction as to conductors as now. We often ran as passenger conductors.

An accident to my train in 1843, in November, when my car turned over, I on top, at night, was thrown backwards thirty feet to the bottom of an embankment. I was so injured that I had to cease running as conductor. Could not ride on a train on my heels in a year, from misery in my right shoulder. The company acted like all railroads should, continued my wages while I was laid up and paid doctor bills, and the noble superintendent offered me any place I could fill in the service of the road, and while I was advised by lawyers and friends to sue the road for damages, I never had the heart to do it. The company granted me a life pass over the road, of which I was not aware until seven years after. Being in the service of the road I did not need it. It was granted because of my injuries and my not making any claim for damages. But I never have recovered from that fall.

As soon as I could get about after it occurred, I just felt like I wanted to get well. I was so stiff and sore for months, and, being born a carpenter, I took the position of foreman of the freight car department in the car factory, and went to work at the bench. No planing machines then—all work by hand. I have stood at my bench, dressing lumber, six months at a time, and that year, God knows, I have often gone

from the shop to my room at sunset, and went to bed, so tired, so sore, but, "with a will there is always a way," and I did as much work as either of ten hands under me—and a kind Providence favored me. That year, 1844, I built the first supervisor's hand car, with crank and lever, ever put up south, and put up the first span bridge ever built south on the Georgia road, over the Alcory river—three spans, each 144 feet. It was burned in the war and there is now an iron bridge. So you see, that I know something of railroading from the track up—on the road as agent—and rendering aid to the old Georgia in damage cases when needed. I could now, if I had two hands, run a locomotive from here to your place easily.

In 1854 I entered the Baptist Ministry, having, I trust, found out I was a poor sinner, in 1847 the good Lord brought me to Him and impressed me that I should render some little aid to His great cause, the salvation of poor sinners.

I embarked in the good work in 1855, and remained in active work among churches here until 1875, when the disease caused by my railroad accident compelled me to retire from the pulpit in winter. My right bronchial being in such a state as to produce coughing in such a degree that I was of little service. In summer I was relieved of it.

Last year, I, having kept up with the rapid advance in rail roading, and living near the Georgia Road, which I called my road, and watching its management, the superior working in my department under the able management of Major J. W. Greene, who has been chief manager now for twelve or fifteen years, and it being the first long line of railroads ever conceived, running from Augusta to Atlanta, Ga., 171 miles, with its five wide awake branches, to Natchez, Washington, Macon, Gainesville, and White Plain, I thought I would write up its history, for the interest of railroad men and the descendants of its employes, and while engaged in gathering the material had to stop on account of a cancer forming on the back of my left hand, from a spider bite. In January, 1889, was thrown in bed for eight months on account of the suffering, and had my hand amputated in Atlanta on the 24th of last April. I was so reduced that I fear it will be a long time before I can rally enough to prosecute any work; but it is my intention to finish up the book. It will be interesting as it will make comparisons in railroading, then and now. The construction of track, cars, engines, speed, etc.

It took ten years to complete the road from Augusta to Athens and Atlanta, 211 miles.

The South Carolina railroad from Charleston to Hamburg, 136 miles, was the first line built of any length, in the world. The Georgia was the

next projected. The South Carolina road was completed to Hamburg in 1833. I saw the first engine arrive in Hamburg, on a Sunday in August, in 1833, and the first engine roll out of the Georgia road shops in 1836.

I am thinking, if the good Lord spares me, and my condition will allow it, when I get my history published—of making a tour through the states, and lecturing on railroading fifty years ago—to railroaders, and at the same time preach to railroad men. The engineers and conductors have so little chance to go to meeting, and I have thought of sending my name to the Conductors' Association, for admission as an honorary member, and it would be a great treat to me to be at their next annual meeting. All the roads that I apply to, kindly give myself and a daughter, a pass, who goes with me to assist me dressing, etc.

Some years ago, I was in a circle of friends, with our then Governor Colquitt, and in talking about railroading, they asked if I had ever been a conductor. I told them yes—I knew something of the trials of men running on railroads. When one of the company said, "and you a preacher!" "Who ever heard of a conductor being a preacher?" I remarked that if they all get killed like I did, they would all preach.

But I am rejoiced that the day has come, that men who risk their lives in aiding to keep up the advance in civilization, in conveying the masses, and all that we live upon, have come to the proper elevated standing in our associations in life demanded; and while I live, my humble efforts shall be given to protect and defend their characters on all sides.

Least I weary you I close. I am providently with an afflicted wife and daughter, at the foot of poverty hill. But I am content, only hoping I am one of "the Lord's poor," or, I could subscribe to *THE CONDUCTOR*. If you will favor me with a copy, and it will be agreeable, I might give you some amusing details on the long ago railroading, when the first trip I made, it took my engineer twelve hours to run thirty-seven miles, when the terminus of the Georgia road was Madison, 105 miles. It took eleven hours for the passenger schedule, and three days for a freight train. And now what a "Presto Change." Under the able management of Major J. W. Greene, and his able corps of assistants.

Col. E. R. Dorsey, president and freight agent; Col. S. A. Hamphill, superintendent; J. S. Cook, master machinist; L. C. Preval, master car builder; Carleton Hillyer, auditor; J. W. White, general passenger agent; Wm. Richards, treasurer.

Perhaps no road in the world is better managed. It is now styled the "Old Reliable," on account of promptness in its passenger schedule.

running three daily through passenger trains. The fast train making 171 miles in four and a half hours, and it rarely happens that the trains are a minute out of time in passing, or at stations.

Then, the relations between officers and employes are just as they should be on all roads, cordial intimacy.

The superior management of the road excites the admiration of all who go over the route.

Would be glad to hear from you, and invoking God's continued blessing on our railroad conductors, and in all departments and upon yourselves, I am,

Humbly yours,

J. H. STOCKTON.

ROME, Ga., Nov. 31, 1890.

Editor Railway Conductor:

I am no professional at writing for either books or papers, but I have been reading THE CONDUCTOR pretty regular all this year, and I have failed to see a single communication from my division—Rome Div. No. 230. I can't account for this unless our correspondent is lost. We had a tail-end collision some time last summer, but I did not learn that he was knocked out of existence.

Well, Mr. Editor, I am very glad to inform you that our division is in fine trim and increasing in membership rapidly. There is not a meeting, for some time past, but what we have from one to three applications, and all good material, men who will in all circumstances be willing to abide by the majority vote. They are chips from the old parent tree, so far as going with the majority is concerned, and I presume some who may see this, and who were at the St. Louis convention, will know who the tree is after I repeat his speech before that honorable body. It was: "Your people shall be my people; your God shall be my God, and whither thou goest we will go." He gets very eloquent sometimes while in the division room, and explodes by letting off some very fine lectures to the division.

Then there is our good and dear friend, Bro. Givans, whom the boys all love, whose smiling face and kind words are always as a ray of sunshine in our division room, but, sad to say, he is now in possession of a traveling card and conductor's badge, for "there will be one vacant chair." Then our worthy secretary and treasurer, a man whom we challenge the world to beat for punctuality at meetings, promptness in the dispatch of business, and whose truth and veracity no one dare dispute, and when he takes his seat in the division room is monarch of all he surveys. But he is aspiring for promotion in our coming election. He wants to be a private, in all the ranks to stand.

I ought not to pass our honored Chief Conductor by without at least saying that he is a noble officer and resembles very much a king upon his throne. And when that gavel sounds from his station, well, you ought to see the boys fall into their chairs.

Our lodge meets every second and fourth Sunday at 2 p. m., and I will just say right here that the latch string of the door is always on the outside to all true members of the Order. If you will just pay us a visit, and we do you no good, we will promise to do you no harm, but hope that when you go away you will say, as did the Queen of Sheba, "the half had not been told."

A MEMBER.

SPRINGFIELD, Mo., Nov. 27, 1890.

Editor Railway Conductor:

For the first time in many moons, Ozark Division 30, looms up from a silent darkness, to give you and its many friends to understand, although we have been silent as to an article in THE CONDUCTOR, but we still live, and we are just egotistical enough to think that we shine, however, from the able management of our worthy chief, who is struggling to make a mark in his official career as Chief of Division No. 30, and I can frankly say, that he has proven to the satisfaction of every member of Division 30, a true and worthy officer. As to our membership, it is useless for me to say, that we have anything but A No. 1 material.

We have actually more work than we can possibly do. Owing to the great pressure of business, both freight and passenger, on our line, it makes it rather inconvenient to hold meetings, but gentlemen, I tell you, when we do get together, we tear things up the back pretty lively. We have had some material changes here in our passenger runs of late, extending numbers 3 and 4 through from Fort Smith to Paris; making it a very long and tedious run for the boys. Brothers Carr, Lopp, Robson, Buell, Johnson and Washburn of Division 3 are the big 6. Woe to the *Red* skins when they come in contact with them. They are the banner team, no question.

I understand, that Brother Carr and Mr. Kinney struck a bonanza the other night. How is it, Brother John? I am sorry to say, however, that the shift will change some day. Beware of numbers 7, 8, 9, and 10.

Brother Carr says that he had a very pleasant trip to Atlanta with Brother Clark, accompanying him from St. Louis. Many flowery sights were seen on the trip, and I believe one or two while there as Jack says that the Brothers there made it quite pleasant for him, and he became very much infatuated with several articles of interest. When Brother Carr goes out and don't have a good time, there is something wrong.

While writing, I cannot overlook and forget to mention the delightful smile that I saw on Bro. J. M. Wightman's face this morning. I dare not ask, why so smiling, Brother W? but could only imagine, *Another Conductor. A new one, Brother W.* May your happy days begin.

I feel it my duty while writing this article to not overlook many of the other good Brothers, and bring them all in line as to their runs. You will find Brothers Carver, Lydon, Little, Van Dusen, Wightman, Evans, Kite, Shipley, Markwell, Ralston, and Mr. Garrott, who is not a member, all running west of Springfield, and the most pleasant set of conductors you will meet in many a day's travel.

Now comes the blossoming nine: Brothers Senator, Douthett, Cary, Mansfield, Parsons, Smith, Coffey, Lamoreaux, Thornhill and Ivett. Extra: Brother Dyer, between St. Louis and Monett. I tell you, gentlemen, it would be hard to muster up any better set of conductors than I have last mentioned. They are conductors by name, nature and ability, and king hustlers from the word go. What Brother Mansfield can't think of, the Senator can. Senator, don't let your brains get sluggish and inactive; trot in 249, and we will be sure and get there, Eli.

While we recognize that the fiscal year is about ended, I am unable to say who shall be our representative to the next Grand Division. However, I can say, that we were ably represented at our last, and shall be so represented at our next Grand Division.

Remaining yours in P. F.,

R. E. I.

WAUKESHA, Wis., Nov. 29, 1890.

Editor Railway Conductor:

I wish to say a few words in commendation of Brother Latimer's letter in *THE CONDUCTOR* of October 15, 1890. I am heartily in accord with his expressions regarding the disability clause of our Insurance Laws, and think that the law should be amended to read as he says, viz: "Whenever a member becomes totally disabled from following his avocation as a conductor, he should have the benefit of his insurance."

I know personally of a number of conductors who would be totally unable to follow any other business successfully, were they unfortunate enough to be disabled and unable to follow their chosen profession of running a train.

We had an argument regarding this same clause at the Denver meeting, and when one member asked about this clause, and it was explained to him, declared then and there that he was out of the insurance, as he would not belong to an insurance of conductors, that did not insure them

against disability as conductors, and there are others who feel the same way.

Now, I firmly believe, that with that clause changed as indicated, that our membership would increase very rapidly.

Our Order is now upon a protective platform let it therefore be protective in all its branches or departments, and let the members themselves see that it is made so by their united actions. I believe if each member of the insurance department would try, and would use his influence and explain the plan and laws of this department to more members, that we would be surprised at the increase in a short time, and that we would have one of the strongest Insurance Departments (in membership) there is in existence.

As to the cost, I have seen a great deal written and heard a great amount of talk about other insurance being cheaper and better, yet I have the first one to see prove their claim in the long run, and give the same benefits as the insurance of the O. R. C.

Just think of it, Brother, ten cents a day saved and paid into this department and you are insured for \$2,500, and your family protected from want and provided with a comfortable sum to keep them or yourself, if unfortunate enough to become disabled (as I, and you too, have seen hundreds such unfortunates) are provided for, and able to yet live and be comfortable. Just a cigar or two less each day, or a few less luxuries daily, and the amount thus saved put into the insurance and there you are—*Fully Protected*.

Brothers, those of you who read this and are yet uninsured, go right away to your secretaries, or send to them before your eyes close in sleep and get an application, fill it out and send it in, and feel safe. I will guarantee you most anything that you never could make to your wife, your children, mother or sister, a Christmas present that would gladden their dear hearts, as a present of this kind would; try it. Brothers don't wait, but be up and doing.

Now, Brother Secretaries, you have a duty to perform, also; look up all members of your division who are uninsured, and send to them immediately a blank application for insurance, and request them to fill out and return to you at once, and not to forget it or put it off. I am sure the G. S. and T. will be only too glad to furnish you with blanks for this good work.

All officers of divisions should use every effort to try and get members to join the Insurance. Talk it up now, and keep talking it up, in the division room and out of the division room. Whenever you meet a Brother who is not insured, don't let up, but work for it all the time. I would like to see every member of the Order a member of the Insurance, and hope the day is not far away when it will be so.

I hope Brother Editor, that you will be able to find room for these few feeble words, and if you do, that they will do some Brother or Brothers good, and I will close, and remain as ever,

Yours truly in P. F.,

IRA YANTIS.



There are so many pitfalls in the path toward culture which our boys and girls must tread, so many objectionable books veiled under alluring titles, so much that is really harmful to the growing mind in the mass of periodical literature that is scattered broadcast over the land that the perplexed parent, desiring only the best, relies on what he *knows* is good, as does the anxious mariner on his sheet anchor in a drifting storm.

Such a sheet anchor is the young people's magazine, *Wide Awake*—a periodical that has stood the tests of time, of rivalry, of criticism, and of the fickle "popular taste," and stands to-day the acknowledged leader of all the young people's magazines.

The Christmas issue of *Wide Awake* has always been a notable production, upon it being lavished the thought and labor of months of preparation, the editors striving to make it unique—both as a holiday number and a gift book combined—while the work of the best writers and the best artists is drawn upon for entertaining and attractive contents.

The Christmas number for 1890, greatly enlarged, resplendent in a new form and dress, cannot fail to be a delightful surprise to its hosts of readers and friends and its contents afford a perfect feast of good things for the entire household. To it, indeed, may be applied the praise of Milton—though to a different subject—for from cover to cover the Christmas *Wide Awake* is truly

"A perpetual feast of nectar'd sweets,
Where no crude surfeit reigns."

Among this varied table of contents may be mentioned: "Gypsies and Gypsyism," by Elizabeth Robins Pennell; "A Royal Exile," by Mrs. Greene (Sallie Pratt McLean); "Arithmetic Among the Greeks," by L. S. Crawford; "The Celestial Army" (a story of Attila the Hun), by John C. Carpenter; "Sister Agnes's Basket," by Charlotte M. Vaile; "Jasper Dowling's Legacy," by George Whyte; "Proportions of the Child-Figure" (a lesson in drawing), by Caroline Hunt Rimmer; "The Oldest Chair in America," by Otis T. Mason; "Kevin the Fisher" (a poem), by Graham R. Tomson; "Where does Santa Claus

Live?" by H. A. H.; "The Breaking Waves Dashed High," all about Mrs. Hemans's famous poem with fac-similes, and the beginning of three great serials: "Five Little Peppers Further On," by Margaret Sidney; "Marietta's Good Times," by Marietta Ambrosi; "Cab and Caboose" (a railroad story), by Kirk Munroe.

The Christmas *Wide Awake* is a Christmas souvenir by itself, and will be so esteemed by every boy or girl who may be fortunate enough to receive it as a Christmas gift. And at what a trifling cost. A copy will be sent postpaid to any one who will hand *twenty cents* to his or her bookseller, or, no bookseller being handy, to any one who will send twenty cents to the publishers.

D, LOTHROP COMPANY, BOSTON.

The December number of *St. Nicholas* has for frontispiece Rembrandt's wonderful portrait of himself, engraved by T. Johnson. This portrait is referred to in Mrs. Dodge's account of Holland and its strange features. There are to be two of these papers, and it is the first which here appears under the name "The Land of Pluck," fully illustrated by new drawings made expressly by George Wharton Edwards. New and old readers of "Hans Brinker" will welcome these sketches gladly.

Another important contribution is "The Story of the Golden Fleece," retold for American boys and girls by Andrew Lang, with illustrations by Birch—this number containing the introduction only.

The serials, by J. T. Trowbridge, Noah Brooks, and Mrs. C. V. Jamison, are the strongest stories for the young now in course of publication; all three serials are strongly illustrated, the first by Sandham, the second by W. A. Rogers, and the third by R. B. Birch.

Among the shorter stories, Joaquin Miller has an exciting tale of his own early life just after the discovery of gold in Idaho; this bit of autobiography is illustrated strikingly by Remington. Frank M. Bicknell tells an amusing extravaganza called "The People who Jumped," which is illustrated by E. B. Bensell; Miss Ewell tells

of "Master Muffet's Mishap," in being hung up in a tree while seeking to test the good behavior of his mare "Sally"; Adele M. Field describes an "Elephant Hunt in Siam," and Emilie Poulson tells a pretty Christmas story in which Santa Claus is forced to fill a little boy's stocking with sawdust.

The leading verse contribution is a poem by R. W. Gilder, which opens the number; and besides this, there are a "Sewing Song," by Mary J. Jacques, illustrated by Mrs. Foote, a jingle by Isabel Frances Bellows, with a picture by Mrs. Wheelan; a pretty poem, entitled "The Little Fir-Trees," by Evaleen Stein, and various pictures, bright notions, and suggestions to be found in the usual departments and elsewhere.

The number is of even merit and well-sustained excellence.

Long ago the London *Spectator* pronounced *St. Nicholas* "the best children's magazine in the world." No magazine for the young is said to have so wide a range. Its aims are ever in advance of its doings, and its works follow its ideals. So, in the future, it sees plans of usefulness brighter and better than the best that has gone before.

With the advent of *St. Nicholas* began a new era in children's literature. Indeed up to the date of its appearance, literature and children's monthlies were almost contradictory terms. But—"let there be light and there was light!" The days were numbered when parents could feel that they had done their whole duty by their children in providing for them the conventional "good" books of the period, which oftener, in truth, were merely "good-y good-y." In *St. Nicholas* a more sincere spirit met the questioning of young minds. False standards, secretly disregarded by grown folk, were not as theretofore set up to image a safe but weakly state of life and society that did not exist. The children with their fresher thought true instincts, and spirit of inquiry were met honestly and fairly, and were indirectly shown good reason for the deference to experience—the best safe-guard against forwardness or childish presumption.

The Christmas edition of the *Cosmopolitan Magazine* is one hundred thousand copies. The order, as originally given to the printers, was for 85,000 copies, but while on the press it was thought advisable to increase the number to 100,000.

It contains a feature never before attempted by any magazine, consisting of 123 cartoons from the brush of Dan Beard, the now famous artist, who did such wonderful illustrations in Mark Twain's book, "The Yankee at the Court of King Arthur."

These cartoons are placed at the bottom of each page of the magazine, and taken for their sub-

ject, "Christmas during the Eighteen Centuries of the Christian Era," with variations, showing the way in which we modern christians carry out some of the chief texts of the Christian Gospel.

Above, and at each side of the page is a quaint border, the whole effect being novel and extremely pleasing, and with the unusually varied table of contents, will make such a Christmas number as is worthy to go into more than 100,000 households.

The frontispieces of the *Cosmopolitan* have of late become noted for their beauty, some of them having as much as four printings. That for Christmas, while in but two printings, is not behind anything that has preceded it in artistic merit.

An excellently illustrated article is one on tea-pots, by Eliza Ruhamah Scidmore. Literary Boston is treated with numerous portraits, and an article which comes with the ninetieth birthday of Von Moltke, sketches the life of the great Field-Marshal in an interesting way, and is by Gen. James Grant Wilson. Elizabeth Bisland has one of her charming articles.

The Christmas issue contains 228 illustrations, nearly double the number that have ever appeared in any illustrated magazine.

"A MERRY CHRISTMAS!" is the cheery greeting shining from every page of that ideal monthly, *Demorest's Family Magazine*, the December number of which—a genuine holiday number—is just at hand. What one will not know about preparing for Christmas, about trimming the tree and suitable gifts and good cheer and how to heartily enjoy the merry Christmas-tide, after reading this charming magazine is not worth knowing. "Lighting the Way for Santa Claus" is the very appropriate introductory water-color, the rich humor of which will be appreciated by the little ones and "children of a larger growth" as well; and the page engraving that follows, "Raphael Painting the Virgin and Child," is from a noted painting, and will be appreciated for its historic value as well as its beauty. Besides these, there are at least two hundred and fifty other handsome illustrations, for this representative Family magazine is noted for the quantity and good quality of its pictures.

"In the Streets of Paris" is a profusely illustrated article, in reading which one is in fancy transported to that charming city; and if one prefers to visit nearer home, the description and exquisite pictures of the Washington residence of Senator Sawyer of Wisconsin, afford a revelation of beauty. There are splendid stories and poems, and every department is brimful of just what you want to know in its special line. "Sanitarian" treats of that sad affliction "Obesity," and the common-sense treatment recommended is bound to be efficacious; and "Our Girls" will be delighted with the comedietta in their special department.



Frank Clement a son of Bro. J. S. Clement of Slater Div. No. 212, was thrown off of a flat car, and fell under the wheels and was fatally injured at Brownington, Mo., on the Kansas City and Southern Railroad, on Nov. 19th, from the effect of which he died in a few hours.

In the death of Frank, Bro. Clement loses an idolized son who had just reached the years of manhood, one who would have been a help to Bro. Clement in his old age.

Frank was braving for his father at the time of his death.

To the grief stricken parents the members of Div. No. 212 extends heartfelt sympathy.

Yours in P. F.

J. M. RILEA.

BLOOMINGTON, Illinois, Nov. 30 1890.

At the regular meeting of Bloomington Division No. 87 held this day, the following preamble and resolutions on the death of our late Brother John Lyons, were unanimously adopted:

WHEREAS, It has pleased the Supreme Conductor of the Universe to call from our midst and his labors, suddenly, on Sept 25th, Bro. John Lyons; and

WHEREAS, While we bow with resignation to the decree that has taken from his family a kind father and husband, and from the Order of Railway Conductors a true and honored Brother; therefore, be it

Resolved, That we tender to the family of our late Brother our warmest sympathy in their sad bereavement and sincerely join them in mourning the loss of their husband and father, and our old companion.

Resolved, That our charter be draped in mourning for the period of thirty days.

Resolved, That a copy of these resolutions be furnished the family of our late Brother.

Resolved, That a copy of these resolutions be furnished THE RAILWAY CONDUCTOR for publication.

Resolved, That they be spread upon the minutes of the Division.

G. S. GAGE, {
DAN. BROKAW, } Committee.
E. ROBERTS, }

HALL OF NICKEL PLATE DIV. NO. 145, }
ORDER OF RAILWAY CONDUCTORS. }

CONNEAUT, O., Nov. 26 1890.

At a special meeting of Nickel Plate Div. No. 145, the following preamble and resolutions were adopted:

WHEREAS, God in His infinite wisdom has seen fit to remove from our midst, the beloved wife of our esteemed Brother John Smith.

By the death of Mrs. Smith we feel that it not only afflicts our Brother and his children, but also every member of our Order, and commend them to the Supreme Ruler who only can alleviate the sorrow of their hearts.

Resolved, That it is but a just tribute to the memory of the departed to say that in her removal from our midst; we mourn for one who in every way was worthy of our respect, affections, and regard.

Resolved, That the wives of member of Div. 145, O. R. C. deserve great praise for the beautiful floral offering (Pillow of roses) to their departed friend.

Resolved, That this heartfelt testimonial of our sympathy be sent to our Brother, published in the Conneaut papers, recorded on the minutes of the Division, and published in THE RAILWAY CONDUCTOR.

By committee of entire Division.

W. E. BENDER, Sec'y.

DETROIT, Mich., Nov. 9th, 1890.

At a regular meeting of International Division No. 48, Sunday, November 2nd, information was received of the death of Mrs. W. T. Herbst, and the Division unanimously adopted the following resolutions:

WHEREAS, It has pleased God in His infinite wisdom to call home the wife of Brother W. T. Herbst.

Resolved, That International Division No. 48, tender to Brother Herbst our sincere and heartfelt sympathy in his affliction.

Resolved, That a copy of these resolutions be sent to Brother Herbst and that they appear on the minutes, and a copy be sent to THE RAILWAY CONDUCTOR for publication.

JOHN TURNHULL, {
JAS. ADAMS, } Committee.
E. D. SCHAFER, }



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. H. BELKNAP, EDITOR.

W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

WM. P. DANIELS, MANAGER.

TIME IS WASTED.

In making any attempt to correct a continued course of misrepresentation, and we have been so fully convinced of that fact, that when members of the Order wrote us requesting us to note the assertions of Mr. Howard in the *Toledo Commercial*, and at a meeting at Saginaw where his abuse of the Order, its members and officers was so extreme that members of the Order left the hall, we replied that we did not think it worth while to notice it, and that statements of that character would defeat themselves in the end, but after consultation with Brother Clark and other officers, it was decided to briefly note some facts. Brother Clark read and approved the article in THE CONDUCTOR for November 1st before it went to the printers. This much in reference to Mr. Howard's assertion that Brother Clerk and he are the best of friends in order to persuade Clark's friends, and members of the Order generally, that he endorses Howard's course, and that he is not in sympathy with THE CONDUCTOR. They have been, but Brother Clark does not understand or relish the friendship that expresses one thing before him, and abuse of the Order, including himself, behind his back, and when he is not present to defend himself and the Order. Mr. Howard has also in the recent past, expressed friendship for the writer both to himself personally and to others; but such professions do not accord well with expressions at Saginaw and elsewhere when we were not present. And in relation to the Saginaw utterances, we would say that our information from there comes from a member who has, so far as we know, always been opposed to the writer, and who we believe is yet opposed and who would support almost any other member of the Order in preference to the writer, but who with all that personal opposition is a man who commands our

respect as well as that of his friends, and who was one of those who left the hall rather than to listen to what he called Mr. Howard's abuse of the Order. Mr. Howard takes several columns of a late issue of their official paper to "thresh over old straw" that has been long ago pounded to pieces, and which we will notice no further than to say that in regard to the quotation from what was said at Louisville, Mr. Howard does not quote the whole, and in quoting a part only, seeks to give a false impression. What was said was "that under the same circumstances and with the knowledge then possessed, I would do the same; with the knowledge obtained a short time later, action would have been different." Mr. Howard says the *Toledo Commercial* quoted him incorrectly and we certainly wish to give our readers the benefit of his statement, and have no wish to wrong or misquote the gentleman in any respect, but the purported interview was published nearly a month before we commented upon it. Mr. Howard certainly must have seen it and failing to question or deny its correctness, we could only suppose that he was correctly reported.

In regard to Mr. Howard's defeating federation at Savanna, we have quoted the resolution adopted by the last meeting of the Supreme Council and said that unless there were some other laws that were not made public, Mr. Howard exceeded his authority when he said to members of the B. of R. T. at Savanna, "I, as vice president, order you not to vote upon or discuss the matter," and we still say the same; under the resolution of the council, it was the duty of Mr. Howard to prevent the members of the B. of R. T., or S. M. A. A., entering a system federation if he could do so by reason or argument, but he had no right to assume or usurp

the authority of the grand officers of those associations and order them not to vote and not to discuss this or any other question. We imagine that an order from Grand Master Wilkinson to members of the B. of R. T. not to vote on a question discussed in a meeting of members of different associations would be questioned by many of its members.

We do not question the statement that the Supreme Council offered its aid to the engineers, on the contrary we do not doubt it in the least, but we commented on the singular fact that the laws of the council prevented them from aiding the K. of L. on the Central in a definite case and permitted them to proffer unasked aid to another association without any regard to circumstances or conditions. It is however easy enough to be explained. The organizations who are now members of the council want the engineers to join them, and this is particularly true of the B. of R. C., for they hope then to have the aid of that organization in making a war upon the Order, and they are willing to coax, cajole or threaten in any way to get them in, and while Mr. Howard insists that the Order and the B. of L. E. can't "amalgamate" he and the other members of the B. of R. C. seem to be extremely anxious for fear they might form some kind of an alliance and spend considerable time in effort to convince themselves that it can't be done.

So great was the fear of Mr. Howard that the engineers might possibly make some overtures to the Order that he attended the convention at Pittsburg, and, although not a delegate, as we are informed, was accorded the floor twice, and indulged in his usual harrangue against the Order and Daniels, and asked the convention to endorse his efforts and promised that if they did he would "wipe out the O. R. C. before next May."

We believe that a majority of all the members and officers of the organizations in the Supreme Council, except the B. of R. C., would be glad to have the Order become a member, but it is hardly likely that the Order will take any steps looking to an application, even should a majority of its members believe national federation to be for their benefit, so long as they are continually attacked and with a certainty of the opposition of one organization.

At the Sedalia union meeting Mr. Howard pursued his usual course of abuse of the Order and occupied the floor so long that the chairman of the meeting was obliged to "call him down" and remind him that others might wish to use a small portion of the time.

Mr. Howard in his statement of the report made to the last Grand Division is incorrect,

as any one will see by consulting the proceedings, and Daniels does not claim that the Order has 16,000; we repeat Mr. Howard's invitation to all, including members of the B. of R. C., to come here and look at our books, but will Mr. Howard be as free with an invitation for an examination of the books of his own association as with one to examine books with which he has nothing whatever to do?

Finally, with an injunction to members of the Order to make due allowance for partisan statements in regard to the Order and its members and officers, we end this matter, and will have no quarrel with Mr. Howard, nor will we permit him to draw us into one with the engineers or anyone else, though that is a manifest intent in Mr. Howard's last "bale of hay."

THE C. & E. I. STRIKE.

On the evening of Friday, November 21st, a crew was called to leave Danville with a train of forty-five cars, thirty-eight cars having been the maximum train up to that time. The crew declined to go out with such a train, unless a third brakeman was provided, and the whole crew was dismissed; a second crew was called and the conductor got his orders, gave a copy to the engineer and was all ready to go, but at the last moment the crew, including the conductor, decided not to go, and they were dismissed. We are not advised as to whether the two crews were members of any organization or not; the conductors were not members of the Order. The train was then taken out by the train-master as conductor and the chief dispatcher as the solitary brakeman, the engineer supposing that the conductor who gave him the first order and his regular crew were in charge of the train until some distance out on the road; he then decided that, inasmuch as the conductor had said nothing to him prior to leaving Danville, that he would take the train through. No further attempt was made to run freight trains until Monday, when a crew was called, and upon their refusal to go out, an imported crew was placed on the train, but the engineer then refused to go out with them.

In the meantime a meeting of employes had been held and all had agreed to support each other and the two crews that had been dismissed. During this meeting came an illustration of the fine sense of honor and delicacy of the Grand Chief Conductor of the B. of R. C.; he came uninvited to Danville and attended the meeting of employes, and urged them to place the matter in his hands, assuring them that he could "fix it" for them, and asked the conductors to form a division of the B. of R. C. on the spot; his magnanimous

(?) offer was rejected and he would have been required to leave the meeting but for his membership in the B. of L. E., the members of that organization present interceding for him, and he was finally permitted to remain. This action of Mr. Howard is in full accord with the line of action adopted by himself and his associates in the B. of R. C., and his proposition was a direct insult to every man present at the meeting, and he should have been shown the door without regard to his membership in the B. of L. E. or anything else, and yet he claims to be the warm personal friend of Brother Clark. Members of the Order can rest assured that no man can be a friend of Brother Clark who pursues such a course and exhibits so entire a lack of principle.

To resume, the matter of a settlement was placed in the hands of a committee, who called on the General Manager, and pending the settlement of the difference all have returned to work except the first two crews dismissed. If a satisfactory settlement is made and the two crews reinstated, there will be no further trouble, but our present understanding is that the men will insist on their reinstatement, and there is no question of the accomplishment of their purpose, if they are not interfered with any further by Mr. Howard; if, however, he should interfere any further in what is none of his business and endeavor to crowd himself in as a "mediator," and receive any support from any of the employés, whether members of the B. of L. E. or others, it will undoubtedly disorganize and disrupt the employés so that nothing can be accomplished. What we have heretofore asserted, that the whole aim of Mr. Howard was to win "feathers" for himself regardless of cost to others, and when impossible to direct matters to secure his own ends, to endeavor to tear down and prevent the accomplishment of anything by any one else, is fully demonstrated by his officious interference in this matter. That he will continue his effort to frustrate a settlement of the differences there and to prevent the employés from accomplishing anything unless he can have the credit of it, is almost certain, as from the ruins of any failure that he is able to cause, he hopes to build a division of the B. of R. C. What would Mr. Howard and his gentlemanly (?) compeers say if an officer of the Order interfered in a like manner with members of other organizations, and particularly with members of the B. of R. C.? Mr. Howard told the writer that he was blamed by "his members" for not being aggressive enough, and that he might have to concede something to them. He seems to have made the concession and his idea of aggressiveness seems to be synonymous with what most people call dishonorable methods.

To members of the Order who are concerned in the C. & E. I. matter we have only to say, utterly ignore any further interference on the part of any outsider, but do not understand by that that we counsel you to be uncivil, nor that we refer in the slightest to any grand officer of an organization that may be legitimately called in or connected with the matter; if a settlement is prevented by any such further interference, you will have the consciousness of having acted in a gentlemanly, straightforward way, and that failure cannot be laid at your door. Follow carefully the advice received from Brothers Clark and Wilkins and this will place the responsibility for any failure to work unitedly on others.

PUBLISH THE LETTERS.

We are informed that the Grand Chief Conductor of the B. of R. C. claims to have in his possession, letters "written by Daniels," which reflect discredit upon the writer. He is hereby invited to make public any letters of that kind, and permission is given to include any that may have been written as private or confidential; it is further noted, that this request to make public, includes letters written to others than himself, no matter whether procured in a legitimate way, or in the way that gentleman is said to have procured at least one letter written by another. This latter is added because of the fact, that the writer has had no correspondence with Mr. Howard, and if he has any letter or letters "written by Daniels," they certainly must be addressed to some other than himself. We believe that there is no person on earth who does not occasionally write private and personal letters that he would not wish paraded before the public, and we are very free to say, that we have written many such letters, but at the same time, there is no letter in existence that we fear to have published, and certainly none that we fear will reflect any discredit. We imagine, that if Mr. Howard has made any such statement, that he refers to a private letter written to Geo. W. Lovejoy, in February 1889, and of which the latter published a part in "Majah" Leflet's *Gazette*, anonymously, about one year ago, quoting a portion in such a manner as to lead to the belief that much was withheld. The letter in full is as follows:

Geo. W. Lovejoy, Esq., Terre Haute, Ind.:

BRO. GEO.: As you are personally well acquainted with Debs, I wish to ask you if he is a man that you can talk to confidentially? That is, if he will keep confidential anything that you ask him to. If I was certain that I could trust him to do this, there are some things I would like to

tell him that would be very interesting to him and probably to Sargent also, just now. Ask him if he knows what Arthur said at Richmond in regard to "Federation?" I could tell him if I knew it would be confidential. Ask him if he knows of the agreement made by Arthur in behalf of the B. of L. E. with the body of renegade conductors, the initials of whose motto tell the whole story of the association. The new "Federation" between the B. of L. E. and the B. of R. C. will be given in the March MONTHLY, as it was given to a member of the Order by one of their Grand Organizers, though he did not know he was telling a member of the Order. At least I have given it to C. S. W. and I think he will print it.

Yours in haste,

WM. P. DANIELS.

Mr. Lovejoy did not reply to to this letter in writing, but visited this office soon after and said, that he did not write as he expected to be here soon, and in the presence of several persons, cautioned me to "beware of Debs," saying, that he could not be trusted, and that he was "full of whiskey most of the time." Lovejoy further said, that while formerly he and Debs had been warm personal friends, they had lately had a quarrel over politics, and did not speak to each other; he further explained that Debs wrote all his editorials with a bottle of whiskey and a plug of tobacco on the desk before him. We would not thus quote Mr. Lovejoy, although the conversation was not a private one, had he not forfeited any claim to consideration, by anonymously publishing a garbled portion of the above letter. Our experience since that time has shown us, that while personally "hostile," to the writer, Mr. Debs is a gentleman who would violate no confidence placed in him, and that Lovejoy is the man to "beware of." If too, the statement that Debs writes his editorials while under the influence of liquor is true, it might be well for some of the rest of us to learn what brand it is, and provide ourselves with some of it. Let the public have any letters that you have, Mr. Howard, or Lovejoy either, and the latter might include the letter to him dated August 7th, 1889, a copy of which is said to have reached Mr. Mackey, and to have had no little to do with the resignation of Train Master Howard, though to remove any possible opportunity for misunderstanding, we will say, that no copy of the letter was sent to Mr. Mackey from this office, nor in compliance with any request from this office, direct or inferred. A copy of the letter was sent to Division No. 92, and to the member of the division who advised us of Lovejoy's statements.

FAIRNESS.

"Oh, wad some power the giftie gie us,
To see oursel's as ithers see us,
It wad fra monie a blunder free us.
And odd notion."

In its declaration of principles, the initial number of *The Federationist*, proclaims fairness as one of its planks and in relation thereto says:

It shall be the aim of this journal to treat all with fairness, no matter what their opinions. The publishers hold that any man with ordinary intelligence is entitled to his own private or individual views upon any subject whatsoever, and in our future issues we shall use only sound argument upon any subject or line of subjects it may fall to our lot to handle. We utterly detest personalities—they are not argument. We are charitable enough toward the man who does not think as we do, to believe that he is honest in his belief, and if we cannot convince him of his error, he may be able to show us that we are in the wrong ourselves. In this event we should "acknowledge the corn"—not abuse the man who convinced us. One thing is certain, this paper will not stoop to personalities until forced to do so by the attacks of others, which we sincerely hope will not occur. In the event of personal attack from others, however, we reserve the right of self-defense; the God-given right and first law of nature.

Which all sounds extremely well and if carried out there would be no room for complaint but after reading this, what is our surprise on turning to the inside of the paper to find an unwarranted, unfounded and untrue attack upon the Order of Railway Conductors. This article was reproduced in the last CONDUCTOR, so that the wish of *The Federationist* to "say a few words to the organization known as the Order of Railway Conductors" might be gratified, and that our readers might judge for themselves as to whether we are justified in our assertion in regard to the article.

It is exactly upon the line of the argument (?) that is used by Messrs. Howard, Martin *et al* and exhibits ignorance that is unpardonable in any one that professes to speak in behalf of railway organizations.

In view of the ludicrous errors that are made every day by the ordinary newspaper writer and his ignorance in regard to train service generally, it is not surprising that the editor of a paper like the *New York Dispatch* should suppose that Mr. Wheaton was yet the executive of the Order, but that *The Federationist* should make so gross an error would be astonishing if it were not ludicrous. *The Federationist* prefaces its article by another assurance that it is supremely unselfish "governed with malice toward none and charity 'for all'" and then says "in the past year the Order of Railway Conductors has been re-organized by a few men for personal gain, and the men who compose the rank

and file of the organization are being blindly used as tools for the personal gain of the few chiefly concerned in the manipulation." Such a wanton and uncalled for attack upon such men as those who composed the last Grand Division and who by a very large majority "manipulated" the change requires no reply or comment from us, further than to call the attention of members to it and also to the fact that these publishers, who as they say in their introductory "are both members of the Brotherhood of Locomotive Firemen, have served their time with the scoop and pick," credit them with less sense than ordinary barn yard fowls. This from men who are so little acquainted with the affairs of the railway employes world as to be ignorant of the fact that Wheaton was succeeded by Clark nearly seven months ago makes it apparent that these newly fledged publishers will not fail on account of superabundance of modesty. The secret of this attack is probably the same that actuates some members of the Supreme Council. They recognize the fact that so long as two organizations with the influence and prestige of the Order and the B. of L. E. are not members of their federation, that it cannot be a complete success and that they must induce the engineers to "come in" and then with their aid either force the Order in or disrupt it. With a few, and particularly the vice-president, the latter course is preferred and in proportion as they realize the hopelessness of their task, their desperation in attacking the Order, its members and officers increases; we do not believe this to be true of a majority of the officers of the Supreme Council, nor of the members of the organizations represented by it, in fact we believe that while undoubtedly a very large majority of the members of these organizations and of the officers of the Council would be glad to have the Order join with them, they will have no part in any attempt to coerce or to punish for failing to do so and are willing to work harmoniously with us as has been repeatedly demonstrated by actual occurrences and as is proven that it has required entreaty, persuasion and in one case at least, unwarranted dictation to prevent them forming alliances with us; in at least one instance the vice-president went so far as to order members of the B. of R. T. and B. of L. F. not to discuss or vote on the question. It is undoubtedly true that some who are now members of the Supreme Council would oppose the admission of the Order if it should apply for membership in the hope that its members would desert it and flock to the B. of R. C.; such a hope however is vain and to *The Federationist* and all others who hope to advance the interests of federation, we would say "molasses catches more flies than vinegar" and you will not particularly attract members of the Order by calling them fools nor by abuse of their officers. There's nothing so cheap as advice you know, and you are not obliged to take ours, but an assertion on the first page that you "will not stoop to personalities" and a virulent attack upon such officers as Clark, Wilkins and Garrettson and thousands of members that we might name, will not build up a reputation for consistency.

The fact that C. S. Wheaton was acquitted at the trial lately held in Elmira Division No 9, having been given to the press by some one, coupled with the statement that "Grand Secretary Daniels failed to sustain the charges," constrains us to

say that we believe that the charges were fully sustained and that the acquittal was the result of the sympathy that was appealed for, and the further belief that but for the fact that the law provided expulsion as the result of conviction, he would have been convicted and suspended. The charges were for disloyalty to the Order only and concerned nothing but his membership in the "Independents." Had the simple fact of his acquittal been given the papers, without an effort to convince the public that we had failed to sustain anything that has ever been charged against him this would not have been written. Brother Wheaton will have to answer to more serious charges in the Grand Division.

ATTACKING CLARK.

Failing in the effort to accomplish anything by a general denunciation of the Order and the writer, the courteous (?) and gentlemanly (?) correspondents of the B. of R. C. organ are beginning to follow the example of its illustrious (?) editor in attacking Brother Clark, with the hope that such a course may aid them in their crusade.

The following is from its columns:

"Ed. Clark and his gang were here to-day, and the biggest part of his crowd were conductors from foreign cities, St. Louis, Cincinnati, Louisville and Memphis being well represented. Would these conductors one year ago lost the time to have come to our city to organize a division? I say no. But the chief executive of the Order has told them that 'we are in a bad fix, and unless you fellows rally to my support, we are gone.' So they all turned out and came down to our city to make a good showing, so that the new division would not get discouraged.

"Well, just hold your breath until Uncle George Howard gets in this section, and we will have him right here in Atlanta, and soon at that, and then you will smell his smoke.

"There are but a few B. R. C. men in Atlanta, but we are on the alert, and we will have George W. Howard here soon. However, we learn that he is busy organizing new divisions, and so let the good work go on. One new division of the O. R. C. where there were six new divisions of the B. R. C. organized. Altogether, the blow-out was a tame affair. We understand that Mr. Clark takes his boys over to Savannah, for a meeting on the 28th. It looks a good deal like the 'Salvation Army' 'Marching Through Georgia.' As we have plenty of B. R. C. boys, who will be at Savannah, we suppose some one will report the meeting. Josh."

As the division at Atlanta consists of 127 members and has been in existence five years, this contributor shows by his ignorance his fitness for a *Gazette* correspondent. It is not our purpose to waste time in noticing these slanders as a rule, and merely refer to it now to show self-respecting conductors the kind of warfare that is being waged and the stuff that is being used to prejudice them against the Order and its officers. Yet these same "correspondents" and members of the B. of R. C. are asking favors of members of the Order every day, although it is our opinion that much of the stuff is written in Toledo and dated from various places, with the intent to deceive, and this opinion is strengthened by the fact that a communication *purporting* to come from Savannah bears the ear-marks of the Atlanta communication, and assaults Clark in the same way.

MENTIONS

Nickel Plate Division No. 145 announces itself in favor of national federation.

It is rumored that an effort will be made to have Mr. Dickinson return to the Union Pacific.

Readers of *THE CONDUCTOR* will do well to give the Jaros underwear a trial. S. B. Dix & Co. are the agents in Cedar Rapids.

The Philadelphia *Record* christens him Chauncey Mephistophéles Depew and the *Firemen's Magazine* notes its approval.

On December 21st, three divisions of the Order will be organized, though none of them will have seventy-two charter members.

The Secretary of 87 wishes to obtain the addresses of John Spain, George Green and James Tearman. Who can oblige him?

The Grand Secretary of the S. M. A. A. wishes the address of Frank Zimmerman. Any reader of *THE CONDUCTOR* who can do so will confer a favor by sending it.

Our readers will be glad to know that Brother Belknap has so far recovered as to commence the resumption of his duties, the Christmas story in this number having been written by him.

Inquiry is made for Brother A. D. Murray of Division No. 104, and we are requested to say that it will be for Brother Murray's interest to communicate with Brother C. E. Weisz at once.

We are indebted to Bro. Sayers for late Mexican papers and to Bro. Michael of the government printing office for a copy of the President's message and other papers. Both have sincere thanks.

It is rumored that Mr. R. B. Cable will not return to the Reading at the expiration of his present leave of absence, but that he will be general manager of a southern road. Mr. Cable is too good a man for the Reading.

A correspondent says: "I see in the mentions that a railway man was nominated for the Illinois legislature and in regard to receiving support from the railway men, will say every railway man in

his district should support the candidate, for it is about time we were alive to our own interests and try to place our working men in our legislatures.

The presentation of a horse and buggy valued at \$500, to Mr. and Mrs. J. J. Hanrahan would indicate that the Vice-Grand Master of the Firemen, and his better half are highly esteemed by their Chicago friends.

Queen City Division No. 60 has lost track of Brothers R. B. Taylor and I. A. Campbell, and would like to hear from them. Any one knowing the address of either will confer a favor by sending it to the Secretary.

A federal grand jury in Chicago have indicted Messrs. Egan of the C., St. P. & K. C., Miller of the C., B. & Q., Johnson of the C., R. I. & P., and Long of the Illinois Steel Company for violating the inter-state commerce law.

It is said that there has been organized in Atlanta, Georgia, an association calling itself the National Railway Association, to which only members of the Order and the B. of L. E. are eligible. Our information is from the columns of *The Firemen's Journal*.

This is to notify Brother Warman, of *The Western Railway*, that the title of his paper suits us as it is and that the "amendment" made by us in our last issue, by which we gave credit to *The Western Railway News*, was made inadvertently and without any such intent.

Thos. C. Little, formerly a member of Division No. 54 of New York City, fell under the wheels while making a coupling at El Moro, Colo., November 22d, and sustained injuries from which he died. His remains were forwarded to Hornellsville, N. Y., by members of the Order.

In the case of Brother Lafferty against the O. & M. for damages, a verdict for \$3,000 was given him, which completes his vindication from the charges made against him and establishes a precedent that will not only be of benefit to members of the Order, but to every conductor in the land.

The great Schem from the banks of the Che-mung canal, Carroll Ambrose Millard, writes that he has not yet been afflicted with the "Messiah" craze, but that he has all the "ghost dance" that

he wants in looking after the Pacific Short Line. By the way, Brother Millard would like to hear from or of an old Erie engineer for whom he used to fire, by the name of John Hall, familiarly called "Jack."

Tuesday evening, December 16th, the Omaha boys will spread themselves on the occasion of their second annual ball. THE CONDUCTOR is in receipt of a "bid" and hopes to again on that occasion, as we have many times in the past, test the hospitality of 126 and its members.

The net gain in membership in the Order during the months of September, October and November, so far as reports have been received, was 364; several divisions have not yet made their reports for October and November, and when received they will probably materially increase the net gain.

The result of the conference between the Rock Island committee with Assistant General Manager Allen, was entirely satisfactory to the members of the committee, and undoubtedly will be to all members, as by it all the grievances complained of are to be remedied.

Brother C. E. Schaff, of Hollingsworth Division No. 100, has been appointed train master of the Cleveland division of the "Big Four," while Bro. T. J. English of the same division succeeds Bro. Schaff as general yard master at Cincinnati. Both Brothers have many friends who will congratulate them on the deserved promotions.

Brother L. Malloy has been appointed train-master of the Mountain Division of the U. P., vice Brother W. A. Mills, resigned. Those who know him will not need to be told that "Larry" will make a worthy successor to Brother Mills and that no just cause for complaint will remain that he can remove after it is brought to his attention. He is a member of 128.

"They come high," but some people "have to have 'em." The Pullman Company have lately sent to president Corbin of the Long Island, a private car, the cost of which is said to have been \$60,000. Something of a contrast between this and the private car of superintendent Collins of the "St. Paul" which was an old "caboose," and which was in use not a great while ago.

The grief for the deposition of president Francis Adams of the U. P. will be confined to a very few "theoretical" railroad men who will probably be at leisure soon. There will, however, be general satisfaction over the retention of vice-president Holcomb, who, it is to be hoped, will now be permitted to manage the road in accord with his own practical experience instead of by the theoretical ideas of some one else.

The assertion made by some that the B. of L. E. are indebted to the B. of L. E. for a large sum of money advanced to them in 1887 is either malicious or the result of unpardonable ignorance. Over a year ago the official organ of the firemen

noted the loan and the fact of its payment and certainly in the absence of any official statement from the engineers to the contrary is entitled to full credence.

Editorial comment on the uncalled for attack upon the Order by *The Federationist*, which was printed in the last CONDUCTOR, was unavoidably crowded out after the article was printed. Both should have appeared in the same number and no one should understand by the omission of comment, that we endorse or approve such onslaughts, though we fraternally welcome the boys to the field of railway journalism.

Whether or not, the long practice of calling "all a-board" is the proper kind of training for an auctioneer, has never to our knowledge, been decided but is now in a fair way to be settled in one case at least for Bro. F. W. Kimball of Savanna Division No. 78 is now a full fledged "crier" in the progressive city of Spokane Falls. Fred says that a nod is good as a wink and that the firm of Colgrove & Kimball are doing well

Brother Rogers of the *Trainmen's Journal* classes the Order with the Telegraphers as a non-striking organization, and while as we have often reiterated, we are not making any bluster about "makin' 'em come to time" and other uncalled for exhibits of braggadocio, the Order is now in a position to, and does protect its members. Brother Rogers should, by this time, be better informed than to class the Order with the O. of R. T.

From the City of Mexico comes news of some well known members of the Order. Bro. Greenleaf, the secretary of Div. 159 has been selected to act as train master of the Tampico division of the Mexican Central, while Mr. Wilcox visits the States. Bros. Provence and Mazurie of 159 leave our sister republic to again locate in the States, both to enter the employ of the E. T. V. & G. Bro. Jerry Sullivan of 69 takes superintendent McCotter's place while he enjoys a vacation.

J. J. Mahoney, the popular Chief Conductor of Waseca Division No. 90 has been appointed train master of the Winona & Southwestern with office at Winona, taking effect December 1st. Bro. Mahoney, the employes and the company have the congratulations of THE CONDUCTOR, the first on the recognition by his employers of his ability, the boys on the fact that the office will be filled by an honorable, capable man, and the company on the good judgment used in the selection.

Is there an increase in crime? One might be led to think so from the fact that out in Holton, Kansas, recently, one of the most prominent and well known young ladies became a confirmed Gambler. That is, Miss Maude Drake became the bride of Brother John R. Gamble, December 2d, and John says he is ready to Gamble that he "is a winner," and we congratulate him sincerely and wish for the happy couple a long and prosperous future. Brother Gamble is a member of Kaw Valley Division No. 55 and a U. P. conductor.

Bro. Wilkins called on Division 145, but held no meeting on account of telegram calling him away on important business of the Order. The division wishes him to call again,

The seventh annual ball of Toronto Division No. 17, will be given on the evening of December 30th, and it won't be necessary for us to advise any member who has ever visited the members of this division or who attended the Grand Division in 1889, to take a trip to Toronto about that time if possible. Neither is it necessary for us to wish them a happy and successful time; that is assured beforehand for the boys there know how to make it so.

The wife of Brother John R. Huddleston, who lives at Stevenson, Ala., died recently under peculiarly sad circumstances. She had been ailing somewhat for a short while, but on the morning of her death felt better, and told her husband that he need not be afraid to take his "run" out. He took his train at 8 a'clock, and before 12 he received a message announcing her death. She had died of heart disease. She was a bright, genial, pleasant woman, beloved by all who knew her.

General Manager Ackert, of the Iowa Central, has the thanks of the conductors and brakemen on that road for a voluntary increase of salaries, and if the action of Messrs. Black, Fagan and Ackert of the Monon, K. C. F. S. & M. and I. C. respectively, were generally followed by officers of other lines that are not paying standard wages, it would save considerable committee expenses to the men, and the companies would be more than compensated by the feeling occasioned by such action.

The Chadron correspondent of *The Railway News Reporter* says that Charley Elliott has been appointed superintendent on a division of the Iron Mountain, with office at Van Buren, Ark. Bro. Elliott is a worthy and reliable member of the Order and will make an excellent official, and we congratulate the employés on their good fortune in having such a man for their superintendent. Our opinion of Brother Elliott is corroborated by the Brother who "interviewed" the National Capital with him about three years ago.

The Indiana members of the Order of Railway Conductors will have a meeting in this city in a few days for the purpose of formulating plans whereby it is hoped that a fund may be raised sufficient to induce the removal of the headquarters of the Order to this city. The local committee has been working very hard and have received considerable encouragement. The members say it rests entirely with Indianapolis whether or not the Order's headquarters are brought here.—*Indianapolis News*.

Efforts are being made, with a prospect of success, for a raise of pay on the Pennsylvania lines west of Pittsburgh, the P. & L. E. and the Monon. A committee representing the members of the B. of R. T. and the O. R. C. who are employed on the St. Paul system are in conference with the

general manager in regard to an increase of pay and the redress of certain grievances, and a committee representing the passenger conductors of the Rock Island and the Santa Fé roads are in conference with the respective general managers in regard to a violation of lately formed agreements.

Martin Stewart Summers would have been a Texan ranger if he had opened his eyes upon this mundane sphere a few decades ago, but as it is he will grow up into an excellent specimen of the genus conductor, that is, judging from present appearances; the "old man" trains around the house at all hours of the day and night, and Master Summers is the conductor whose signals he obeys. Martin Stewart gives notice through *THE CONDUCTOR* that he will keep open house during the holidays and that all his friends will be welcome at 615 Campbell street where he "runs the ranch."

The office of Grand Chief Conductor of the Order of Railway Conductors is a "soft snap," something like the Irishman who wrote to his friend on the other side, that he got "big wages for doin' nothin' at all; I jist carry a hod full of bricks up a ladder and the man at the top does all the work." So with Brother Clark, he has "nothin' at all to do," except to hustle over the country night and day to make calls. He was in his office two days during November, and has been here one day this month, and at the present writing is in Chicago with a Rock Island committee, while there are telegrams here calling him immediately to two other places.

The "Majah" says Mr. Howard telegraphs the organization of a division of the B. of R. C., at Emporia, Kansas, with *seventy-two* charter members. To any one acquainted with the number of conductors running into Emporia, the utter absurdity of this claim will be apparent at once. From two different correspondents we learn, that the actual number was seventeen; that of the seventeen, a majority were men who have had very little, if any, experience as conductors, while some of them had merely ran a train for a trip or two. The "seventy-two" is about on a par with the claims that are continually being made by members and officers, as well as the "official" paper of the B. of R. C.

It is stated that an assertion has been made that Division 232 had made three or four efforts to get the Grand Chief Conductor to make them a visit but had been unable to get any officer to come. Bro. Clark was invited to attend the union meeting at Sioux City on November 9th, and that is the only effort that has been made to have him visit Division No. 232 that we are aware of. He fully intended to be at Sioux City on the 9th and had so advised the division, but on the 6th received a telegraphic call to Topeka, Kas., and Savannah, Ga. As a matter of course, these calls in matters of grievance were given preference over a union meeting and Bro. Clark went to Topeka and Savannah instead of Sioux City. Bro. Garrettson started for Sioux City but on account of missing connections, did not get there.

At its recent meeting in Chicago, the M. A. & B. re-elected Brother James Curran as president, and as a matter of course Brother Huntington as secretary. The address was delivered by the venerable Brother, Deacon W. S. Sears; the board of directors consists of E. A. Sadd, J. S. Cooper, C. H. Averill, A. J. Arand, A. W. Connors, T. M. Carhart and C. F. Rexinger, nearly all of whom are well known and reliable members of the Order. The Chicago papers make as much of a boy of our old friend Sadd as is possible, by spelling his name with an "L." We are glad to note the improved condition of this association, both financially and in membership, and sincerely hope that its days of prosperity may be many.

That there is merit among the members of the Order of Railway Conductors and that it meets with recognition or else railway managers are very poor judges of the proper material for promotions, is a proposition that must be self-evident to any one who has read the columns of THE CONDUCTOR for the past few months. It has been our pleasant task to chronicle from one to several promotions in every issue for some time past and this one is no exception to the rule. Bro. C. A. Beach of Thos. Dickson Division No. 171, is one of those whose faithful service and demonstrated ability has made him a "marked man" and he has just been promoted to the position of train master on the N. Y. C. between Albany and Syracuse.

Columbus, Ohio, gracefully "shies its castor into the ring" and gives notice that it will have something to say in regard to the contemplated removal of the offices of the Order, and insists if a removal is decided upon, Columbus will be the place. Division 100 have appointed a committee in the persons of Brothers Garrett Fox, Harry P. Feltrow and James S. Brown, that will leave no stone unturned to succeed, and they have the promise of energetic support from the citizens and the commercial organizations there. A copy of the insurance laws of Ohio, revised to 1889 has been sent to us, and upon careful examination we are unable to find anything that will prevent the Order from incorporating under the laws of Ohio if it chooses to do so, while the laws contain the same special provision exempting such associations as the Order in case they do not wish to incorporate.

Every Division of the Order should have at least one good member acting as agent for THE CONDUCTOR. There is not a division that with a little energy could not send us from a dozen to a hundred subscribers, thereby aiding the Order and making a nice little profit themselves. Let us suggest that at your election of officers you choose an agent for THE CONDUCTOR, or if your election has already been held, let the C. C. appoint one or more to canvass for subscriptions. One member sends fifty subscriptions that he procured among the business men of the town in which he resides. Members of the Order should make an effort to place THE CONDUCTOR in the hands of other employes, in order that they may

be correctly informed as to the Order, instead of being misinformed by its enemies, and a particular effort should be made to place it before conductors who are not members of the Order, while we are subjected to so much misrepresentation and slander by the official organ and the officers of the B. of R. C.

W. C. Allen has been appointed yard master of the lower Union Pacific yards at Omaha, and will undoubtedly fill the bill. In the seventies "Bill" and "Pekay" Kelly were on the Northwestern; ill-fortune visited them and they journeyed to the Black Hills to recuperate, and came home so near broke that an ordinary job of braking on the B. C. R. was fortune enough for them. Both were placed in charge of trains in a short time and "Pekay" remains with the Iowa route. Which reminds, us that during the time that "Bill" was running on the north end and the writer was struggling with a local, he was approached by a man with the appearance of a granger, who offered his hand with a "How de do Bill," and as the name fitted us as well as Allen we acknowledged the the acquaintance, but when after a short conversation, in which we were considerably lost, we were told that "the girl expects you over Sunday," we braced up and suggested a possible case of mistaken identity. "Why, ain't you Bill Allen?" was the astonished query, and this circumstance always made us think, that when Bill "went over" he didn't visit much with the "old man". "The girl" became Mrs. Allen, a short time later.

We are pleased to note the revival in the Benefit Department. For the past two years, there has been a small but gradual decrease in membership but within the recent past, the membership has begun to increase. We can see no reason why members of the Order should not all or nearly all, become members of the Benefit Department. With all the insurance companies and associations, there is not one in existence that offers the advantages that are offered by the Order insurance for the same cost. Other companies and associations offer a part of the benefits of ours for a little less cost, but mark that it is only a part. An examination of our list of losses will show that a large percentage of them are from sickness, and members insured in accident companies, receive nothing from death from sickness. In case of accident, in many of the companies for the loss of a hand or foot only one-quarter to one-half the amount insured for is paid, while in the Order the full amount is paid. We believe that members should patronize their own insurance so long as it offers them more for less money than any other, and we are very glad to note the improved condition. The loss in members has never been on account of excessive forfeitures as the rate of forfeitures has been and is now, very low; it has been on account of a general lack of interest in promoting the welfare of the Department, and consequently but very few new members. We would be glad to have the discussion of our insurance, so ably begun by Bros. Lattimer and Gilbert, continued by other members.



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JAN'Y 1, 1890.



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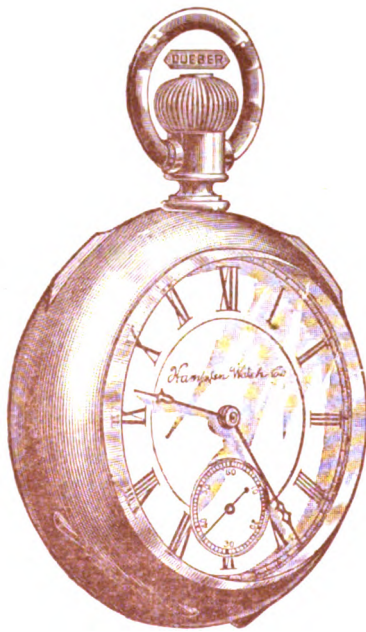
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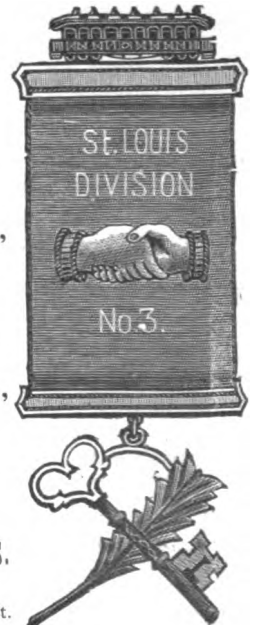
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Arnum No. 27. Hamilton, Ont.	C. C., R. Gray, 141 Bay street, north. Sec., James Ogilvie, Barton street, E.	First Monday, 8:00 p. m.; Third Wednesday, 9:30 a. m. St. George's Hall.
Carver No. 28. Atchison, Kas.	C. C., J. J. Kelly, 1101 N. Fifth street. Sec., H. Nesbit, Box 72.	Second and Fourth Sundays, 2:00 p. m. Masonic Hall.
Randolph No. 29. Ottawa, Ont.	C. C., P. Cadigan, Preston street, Rochesterville, Ottawa, Ont. Sec., W. C. Wright, box 634, Brockville, Ont.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall.
Ozark No. 30. Springfield, Mo.	C. C., F. L. Lamoreaux, Station A Sec.,	Second and Fourth Sundays, 2:00 p. m. Masonic Hall.
Star No. 31. Burlington, Iowa.	C. C., J. L. Houke, 251 S. Eighth street. Sec., M. W. Robinson, 1008 S. Third street.	First and Third Sundays, 2:00 p. m. Post Office building.
Keystone No. 32. Meadville, Pa.	C. C., C. J. Hines, 175 Chestnut street. Sec., E. B. Hunt, box 444.	Every Monday, 2:00 p. m. K. of P. Hall.
Clinton No. 33. Clinton, Iowa.	C. C., W. F. Knight, 539 Seventh avenue. Sec., D. Abbott, 516 South Second street.	First Sunday, Third Monday. K. of P. Hall.
Boone No. 34. Boone, Iowa.	C. C., F. Champlin. Sec., H. A. Buffington.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. Hall.
North Platte No. 35. North Platte, Neb.	C. C., George W. Hartman, L. box 245. Sec., N. C. Stone.	First Sunday, 8:00 p. m. Masonic Hall.
Arkansas Valley No. 36. Pueblo, Colo.	C. C., H. W. Bartlett, box 716. Sec., E. C. Mattes, box 930.	Second and Fourth Sundays, 2:30 p. m. 221 Santa Fe, avenue
Delaware No. 37. Phillipsburg, N. J.	C. C., L. P. Titus, 416 Spring Garden street, Sec., Samuel Phipps, Box 519. [Easton, Pa.]	First and Third Sundays. B. & D. Depot building.
Des Moines No. 38. Des Moines, Iowa.	C. C., J. A. Taylor, 734 W. 17th street. Sec., Howard Case, 1230 W. Fifth street.	Fourth Sundays, 10:00 a. m. Cor. W. 6th & Walnut.
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Trenton No. 42. Trenton, Mo.	C. C., Theodore Hewes. Sec., E. A. Stone, box 174.	First and Third Sundays, 2:00 p. m. 17 Elm street.
Central No. 43. East Syracuse, N. Y.	C. C., W. A. Fish, 300 Merriman avenue. Sec., C. Luddington, box 196.	First and Third Tuesday, 7:30 p. m. A. O. U. W. Hall.
Denver No. 44. Denver, Colo.	C. C., F. E. Hoskins, 43 Commercial Place. Sec., C. C. Graves, 1308 Seventeenth street.	First and Third Sunday, 1:30 p. m. 1543 Champa street.
Chapman No. 45. Oneonta, N. Y.	C. C., D. Donovan, 12 Ostego street. Sec., William Moffatt, West End.	First and Third Sundays, 6:30 p. m. B. of L. E. Hall.
Milwaukee No. 46. Milwaukee, Wis.	C. C., P. W. O'Neil, 220 1/2 Grove street. Sec., E. A. Sims, 1416 Chestnut street.	First and Third Sundays, 2 p. m. No. 1 Grand avenue.
North Star No. 47. Winnipeg, Man.	C. C., A. E. J. Percival, care C. P. Ry. Sec., J. Hollinger, C. P. R'y.	Second Sunday, Fourth Friday, 8:00 p. m. K. of P. Hall, Clement's bl'k.
International No. 48. Detroit, Mich.	C. C., L. Nulton, Jr., Cass avenue hotel. Sec., F. C. Smith, 70 Woodward avenue.	First, Third and Fifth Tuesday, 7:30 p. m. 31 State street.
Moberly No. 49. Moberly, Mo.	C. C., Ed. Jarvies. Sec., Seth Palmer, box 1715.	Every Sunday, 1:00 p. m. Hannah's Hall.
Hartford No. 50. Hartford, Conn.	C. C., R. L. Pollard, 373 Asylum street. Sec., M. L. Perrin.	Second and Fourth Sundays, 2:00 p. m. Good Will Hall.
Royal No. 51. Longview, Texas.	C. C., George Allen. Sec., S. H. Wright.	Second and Fourth Sundays, 1:30 p. m. Lodge building.
Neversink No. 52. Port Jervis, N. Y.	C. C., F. H. Hardenbergh, 6 E. Main street. Sec., I. B. Cole, 5 Brooklyn street.	Second and Fourth Sundays, 2:00 p. m. Farnum Block.
Lone Star No. 53. Denison, Texas.	C. C., A. L. Dain, 105 E. Morton street. Sec., S. E. Kinsinger, 604 Owings street.	1st and 3rd Sundays, 7:30 p. m., 2nd and 4th Sundays, 2:00 p. m. I. O. O. F. Hall.
New York City No. 54. New York, N. Y.	C. C., W. W. Appgar, box 283, Patchogue, N. Y. Sec., N. R. Schofield, box 146, Port Jefferson, N. Y.	Second and Fourth Mondays, 12:00 m. 154 E. 54th. street.
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Evergreen No. 57. Fort Worth, Texas.	C. C., W. R. Bell, 308 Broadway. Sec., D. Tobin, 201 S. Main street.	First and Third Sunday, 3:00 p. m. B. of L. F. Hall.
Valley City No. 58. Cedar Rapids, Iowa.	C. C., E. D. Parker, 44 South 10th st. Sec., J. R. McPartland, 220 S. Seventh street.	First and Third Sundays, 2:30 p. m. Post Office Block.
Alamo No. 59. Texarkana, Ark.	C. C., H. A. Koster, care Huckins House. Sec., J. Carmichael, Texarkana, Texas, box 33.	Every Tuesday, 7:30 p. m. O. R. C. Hall.
Queen City No. 60. Sedalia, Mo.	C. C., V. P. Hart. Sec., B. F. Blythe, Third and Quincy.	First and Third Sundays, 2:00 p. m. Pythian Hall.
La Crosse No. 61. La Crosse, Wis.	C. C., G. W. Dusenberry, 573 Seventh street. Milwaukee, Wis. Sec., W. Wade, 618 Avon street.	First and Third Sundays, 2:30 p. m. 903 Rose street.
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Campbell's Ledge No. 64, Pittston, Pa.	C. C., William Matthews, 539 Montgomery st., W. Pittston, Pa. Sec., John R. Kasper, 14 Exeter st., W. Pittston, Pa.	
Pine Tree No. 66, Portland, Maine.	C. C., W. Sprague, 36 Spring st., Auburn, Maine. Sec., S. S. Cahill, box 1063, Brunswick, Maine.	Third Sunday, 10:00 a. m. Rosini Hall.
Johnson No. 67, Waterloo, Iowa.	C. C., F. J. Jenness. Sec., G. O. Miller, 119 Manson street.	Second and Fourth Sundays, 1:30 p. m.
Baraboo No. 68, Baraboo, Wis.	C. C., C. A. Carpenter. Sec., W. B. Kendall.	First and Third Sundays, 2:00 p. m. A. O. U. W. Hall.
El Paso No. 69, El Paso, Texas.	C. C., S. O. Lesser. Sec., A. W. Spencer.	Every Saturday, 8 p. m. K. of P. Hall.
Montezuma No. 70, Las Vegas, N. M.	C. C., C. E. Trussell, East Las Vegas, N. M. Sec., A. P. Gatchell, L. box 16, East Las Vegas, N. M.	Second and Fourth Sundays, 2:00 p. m. K. of P. Hall.
Chattahoochee No. 71, Columbus, Ga.	C. C., J. T. Johnson, 1316 Third avenue. Sec., R. H. Blandford.	
Fargo No. 72, Fargo, N. Dak.	C. C., A. L. Carey, Bismark, N. D., 813 9 th st., So. Sec., M. S. Walsh, box 806.	Second and Fourth Sundays, 2:30 p. m. G. A. R. Hall.
Ashtabula No. 73, Ashtabula, Ohio.	C. C., W. H. Bevington, Harbor, O. Sec., J. H. VanVleck.	First Sunday and Third Monday, 9:30 a. m. K. of H. Hall.
Henwood No. 74, Decatur, Ills.	C. C., E. H. Jones, 312 Central avenue. Sec., D. R. Reynolds, 1248 E. North street.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Mt. Royal No. 75, Montreal, Que.	C. C., Elias Munday, 492 Seigneurs street. Sec., John Mulligan, care of Albion Hotel.	Second and last Wednesday, 1:00 p. m. West End Hall.
San Antonio No. 76, San Antonio, Texas.	C. C., M. D. Jones, Sunset depot. Sec., W. A. Shafer, box 313.	Every Saturday, 10:00 a. m. I. O. O. F. Hall:
Palestine No. 77, Palestine, Texas.	C. C., Jas. D. Cobine. Sec., B. F. Blount, L. box F.	Every Sunday, 2:30 p. m. Masonic Temple.
Robinson No. 78, Savanna, Ills.	C. C., G. W. Ashford, box 457. Sec., F. B. Cornelius, box 32.	Second Monday & Fourth Sunday 2:00 p. m. O. R. C. Hall.
Peoria No. 79, Peoria, Ills.	C. C., B. W. Thompson, 507 Fourth street. Sec., W. J. Rhoades, 504 Sixth street. X—G. W. Scott, 209 Washington st.	Second and 4th Sundays, 10:00 a. m. A. O. U. W. Hall.
West Farnham No. 80, Farnham, P. Q.	C. C., S. H. Vernal. Sec., J. Moreau, 103 Osborne street, Montreal, Q.	First Wednesday, I. O. O. F. Hall.
Friendship No. 81, Beardstown, Ills.	C. C., T. M. Cook, 908 2d ave., Rock Island, Ill. Sec., Charles Ireland, box 132.	Every Sunday, 2:00 p. m.
Durbin No. 82, Madison, Wis.	C. C., G. E. Willott, 24 N. Canal street. Sec., Jerry Mullen, 621 Clymer street.	Second and Fourth Sundays.
Galesburg No. 83, Galesburg, Ills.	C. C., O. N. Marshall, 434 N. Prairie street. Sec., D. S. Hecker, 231 W. North street.	Second and Fourth Saturdays, 7:30 p. m. College City Hall
Perry No. 84, Perry, Iowa.	C. C., and X—F. L. Moore, box 583. Sec., C. H. Lewis, box 593.	Second and 4th Sundays, 2:00 p. m. Masonic Hall.
Aztec No. 85, Winslow, A. T.	C. C., C. H. Richardson. Sec., and X—L. W. Roberts, Albuquerque, N. M., L. box 35.	Every Sunday, 9:00 a. m. Wood's Hall.
Delta No. 86, Escanaba, Mich.	C. C., Jas. Fleming. Sec., M. W. Pillsbury.	Second and Fourth Sundays. B. of L. E. Hall.
Bloomington No. 87, Bloomington, Ills.	C. C., A. W. Dunsmore, 1006 E. Grove street. Sec., J. H. Ruben, 907 W. Washington street.	Second and last Sundays, 2:00 p. m. I. O. O. F. Hall.
DeFries No. 88, Point Levis, Que.	C. C., J. Huppe, box 22 South Quebec, P. Q. Sec., A. Roy, 41 Rue St. Etienne street, Levis, P. Q.	Second and Fourth Sundays. B. of L. E. Hall.
Monon No. 89, Louisville, Ky.	C. C., H. S. Reardon, Louisville hotel. Sec., and X—H. W. Adkins, 2619 Bank street.	Every Sunday, 9:30 a. m. Leiderkranz Hall. Market st.
Waseca No. 90, Waseca, Minn.	C. C., J. Mahoney, 178 W. Fifth st., Winona, Minn. Sec., Frank D. Babcock, box 278.	Every Sunday, 2:00 p. m. Hall over P. O.
Mt. Hood No. 91, Portland, Ore.	C. C., Frank Weiden, Cascade Locks, Oregon. Sec., J. M. Poorman, Woodburn, Ore.	Second and Fourth Sundays, 10:00 a. m. Elk's Hall 2d street.
Terre Haute No. 92, Terre Haute, Ind.	C. C., A. J. Lee, 327 N. Twelfth street. Sec., J. W. Caskey, 910 N. Ninth street.	First and Third Sundays, 9:00 a. m. O. R. C. hall, Cor 7th st. & Wabash av.
Ft. Dodge No. 93, Ft. Dodge, Ia.	C. C., E. A. Weston, box 576. Sec., J. A. McGonagle, box 950, Sioux City, Iowa.	Fourth Sunday, 2:00 p. m. Mulraney's hall, cor 5th & Walnut ave.
Geo. C. Cornwall No. 94, Winnemucca, Nev.	C. C., M. T. Coates. Sec., A. E. Lathrop.	Second & Fourth Sunday each month. 3:00 p. m. Staunton's hall.
Harvey No. 95, McCook, Neb.	C. C., F. C. Stuby. Sec., F. Kendlen, box 101.	Every Sunday, 10:00 a. m., Masonic hall.
Belknap No. 96, Aurora, Ill.	C. C., T. Flynn, 279 Grant street. Sec., W. E. Lindsay, 220 North avenue.	First and Third Sundays, 3:00 p. m. Main & Broadway, 3d floor.
Roodhouse No. 97, Roodhouse, Ill.	C. C., F. G. Gillett. Sec., Frank Scott.	Every Monday, 1:00 p. m. K. of P. hall.
Montgomery No. 98, Montgomery, Ala.	C. C., J. R. Adams, 221 Goldthwaite street. Sec., R. H. Hudson, box 377.	First and Third Saturdays, 8:00 p. m.
Milbank No. 99, Milbank, Dak.	C. C., O. H. Vaughn. Sec., J. E. Horn, box 233.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Hollingsworth No. 100, Columbus, O.	C. C., J. J. Mangan, 224 Wilbur avenue. Sec., G. S. Shipley, 261 E. Main street.	Second and Fourth Sundays I. O. O. F. hall, So. High st.
Mattoon No. 101, Mattoon, Ill.	C. C., J. W. Morris, box 863. Sec., E. Mertz, box 863.	Meets First and Third Sundays, 1:00 p. m. K. of P. hall.

THE RAILWAY CONDUCTOR.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Oatley No. 102, Grand Rapids, Mich.	C. C., G. S. Jones, 12 Powell street. Sec., S. H. Wallize, 77 Eighth avenue.	Second and Fourth Sundays, 10:00 a. m. Kennedy blk., Waterloo & Lewis st.
Indianapolis No. 103, Indianapolis, Ind.	C. C., C. Brown, Room 24 When block. Sec., and X— H. M. Mounts , 450 Broadway.	First and Third Sundays, 1:30 p. m. Red Men's hall, Griffith's blk. 36½ W. Washington st.
Millard No. 104, Middletown, N. Y.	C. C., William T. Davis, 8 Little avenue. Sec., G. T. Walker, 31 Houston avenue.	First Sunday, 2:00 p. m. K. of H. hall.
Ogilvie No. 105, Meridian, Miss.	C. C., K. A. McElroy, 2106 Thirteenth street. Sec., R. E. Harris.	Second and Fourth Sundays, 2:00 p. m. Cor Johnson & High st.
Rock Island No. 106, Rock Island, Ill.	C. C., L. L. Burch, 400 Fortieth street. Sec., W. H. Hyde, Eldon, Ia.	First Sundays, 2:30 p. m.; Third Sunday, 7:30 p. m. A. O. U. W. hall, 16th st. & 3d av.
Cincinnati No. 107, Cincinnati, O.	C. C., T. E. McLaughlin, 24 Powell street, Covington, Ky. Sec., J. W. Throckmorton, Boyd, Ky.	Second and Fourth Sundays. Odd Fellows hall, 6th and Walnut streets.
Crescent City No. 108, New Orleans, La.	C. C., J. M. Bellinger, 308 Poydras street. Sec., and X— M. R. Neuhauser , 535 Marais street.	First and Third Tuesdays, 11:00 a. m.
Crawford No. 109, Galion, Ohio.	C. C., S. H. Brokaw, box 329. Sec., L. McBane, box 25.	First Monday & following Sunday, & Third Monday & following Sunday. Monday, 7:00 p. m. Sunday, 2:00 p. m.
Logan No. 110, Logansport, Ind.	C. C., F. F. Barnett, 126 W. Broadway. Sec., E. W. Alexander, 1120 North street.	Every Sunday, 2:00 p. m.
Los Angeles No. 111, Los Angeles, Cali.	C. C., J. R. Cutting, 930 Aliso street. Sec., G. H. Odell, box 977.	Second and Fourth Sundays, 7:00 p. m. G. A. R. hall, 25 North Main street.
Centralia No. 112, Centralia, Ill.	C. C., C. R. Hobbs, L. box 16. Sec., J. L. Davis, box 297.	First Sunday, 2:30 p. m.; Third Sunday, 7:30 p. m. I. O. O. F. hall.
Bower City No. 113, Janesville, Wis.	C. C., C. J. Mahony, 159 Center avenue. Sec., W. H. McDougal.	Second and Fourth Sundays, 2:00 p. m. Hall over Methodist church, Main st.
R. B. Hawkins No. 114, Pittsburg, Pa.	C. C., D. L. Brown, 64 Fountain street. Sec., G. E. Vance, 1309 Eleventh st., Altoona, Pa.	First Sunday, Third Monday, 9:30 a. m. 102 Fourth avenue.
El Capitan No. 115, San Francisco, Cali.	C. C., G. S. Smith, 605 Third street. Sec., J. E. Dillon, 938 Peralta st., W. Oakland, Cal.	First Sunday, 11:30 a. m.; Third Saturday, 7:30 p. m. Washington hall, 35 Eddy st.
Tyler No. 116, Tyler, Texas.	C. C., Felix Smith. Sec., E. B. Willis, box 319.	
Minneapolis No. 117, Minneapolis, Minn.	C. C., G. M. Miles, 2106 Third avenue. Sec., George Elmer, 705 Jewett Place.	Second and Fourth Sundays, 2:00 p. m. Elks hall 101 Washington avenue. S.
Danville No. 118, Danville, Ill.	C. C., D. P. Beatty, 513 Collett street. Sec., J. F. Scott, 32 Hayes street.	Second and Fourth Sundays, 2:00 p. m. K. of H. hall.
Wayne No. 119, Ft. Wayne, Ind.	C. C., J. P. Jackson, 16 W. Dewald street. Sec., B. F. Stonecipher, 43 E. Dewald street.	Second Monday and last Sunday, 106 Calhoun street.
Atlantic No. 120, Huntington, Ind.	C. C., C. C. Cronin. Sec., C. C. Scott, box 644.	Every Sunday, 2:00 p. m. O. R. C. hall.
Huron No. 121, Huron, Dak.	C. C., B. K. Rowley. Sec., T. D. Higgins, room 1, Houghton block.	First and Third Sundays, 1:00 p. m. Masonic hall, 312 Dak. ave.
Boston No. 122, Boston, Mass.	C. C., T. S. Richardson, 224 Federal street. Sec., F. E. Hill, 16 Tyler street.	Third Sunday, 2:00 p. m. K. of H. hall, 730 Wash. st.
Macon No. 123, Macon, Ga.	C. C., L. R. Jeter, box 432. Sec., J. G. Visscher, 700 Spring street.	First and Third Sundays. p. m. I. O. O. F. hall, cor Mulberry st. and Cotton ave.
Wahsatch No. 124, Ogden, Utah.	C. C., J. W. Metcalf, box 396. Sec., P. Peterson, box 706.	First Sunday, 1:30 p. m.; Third Saturday, 7:30 p. m., Castle hall, Fourth st.
Friendly Hand No. 125, Andrews, Ind.	C. C., John Fording, box 76. Sec., A. H. Cutter, box 144.	First and Third Wednesday, and Second and Fourth Tuesday, 7:30 p. m. Fireman's hall.
Omaha No. 126, Omaha, Neb.	C. C., M. J. Roche, 718 Hickory street. Sec., W. R. Cahill, 317½ South Tenth street.	First and Third Sundays, 2:00 p. m. K. of P. hall, 1210 Douglas street.
Wylie No. 127, Amboy, Ill.	C. C., F. A. Reed, box 498. Sec., C. D. Knowles, box 343.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall.
Cheyenne No. 128, Cheyenne, Wyo.	C. C., W. J. Smith, box 320. Sec., W. A. Mills, 2122 House street.	First Friday and Third Tuesday, 2:00 p. m. K. of P. hall.
Great Bend No. 129, Great Bend, Pa.	C. C., A. E. Conyne, Halstead, Pa. Sec., Thomas Summerton, box 104.	Second and Fourth Sundays, 12:30 p. m. Red Men's hall.
Stadacona No. 130, Quebec, P. Q.	C. C., Vallee Maxime, 9 Cherrier street. Sec., Eugene McKenna, box 22. Notre Dame de Levis, P. Q.	
Little Rock No. 131, Little Rock, Ark.	C. C., M. Malloy, 1514 North street. Sec., W. R. Duley, 808 W. Third street.	First, Second, Third and Fourth Sundays, at 2:30 p. m., Engineer's hall, corner Chester, & W. Market sts.
Salida No. 132, Salida, Colo.	C. C., W. L. Hawthorne. Sec., W. J. Patterson, box 519.	Second and Fourth Sundays, 2:00 p. m. Masonic hall.
Bowling Green No. 133, Bowling Green, Ky.	C. C., W. Glen. Sec., William Haight, box 552.	Every Tuesday, 9:00 a. m. Wrights hall.
Bellevue No. 134, Bellevue, Ohio	C. C., G. M. Dillon, E. Main street. Sec., L. C. Brown, box 177.	Every Wednesday, 2:00. K. of P. hall.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Rock City No. 135, Nashville, Tenn.	C. C., A. E. Derham. Sec., C. C. Shelton, 31 Fairmount street.	First and Third Monday, 10:30 a. m. Pythian hall.
Ashton No. 136, Huntington, W. Va.	C. C., William Waldron, box 611. Sec., R. H. Williamson, box 182.	Second Sunday, 2:00 p. m., Fourth Monday, 8:00 p. m. B. of L. E. hall.
Osawatimie No. 137, Osawatimie, Kans.	C. C., T. E. Young. Sec., A. J. Scow.	Meets every Monday at 7:00 p. m. Workman hall.
Britton No. 138, Garrett, Ind.	C. C., George O. Dolph. Sec., N. W. Blackburn, box 3.	Second and Fourth Sundays. Odd Fellows hall.
Stanton No. 139, Knoxville, Tenn.	C. C., J. E. Fagan, 181 Hannah avenue. Sec., C. W. Connor, 173 Gay street.	Second and Fourth Sundays, 9:00 a. m. I. O. O. F. hall.
New River No. 140, Hinton, W. Va.	C. C., R. H. Smith. Sec., J. B. Parrott.	Second Sunday, 2:00 p. m. Fourth Monday, 7:30 p. m.
St. Joseph No. 141, St. Joseph, Mo.	C. C., R. Heaton, care K. C., St. J. & C. B. R'y. Sec., H. M. Peck, 726 South Fourth street.	Second and Fourth Sunday, 3:00 p. m. Hall cor. 8th & Locust sts.
Laramie No. 142, Rawlins, Wyo.	C. C., Charles Culross, box 60. Sec., M. M. O'Malley, box 187.	Second and Fourth Fridays, 7:30 p. m. I. O. O. F. hall.
Dauphin No. 143, Harrisburg, Pa.	C. C., M. Ferguson, 823 N. Third street. Sec., Geo. I. Wood, 268 Calder street.	First and Third Sundays, 1:00 p. m. Clark Sibles' hall, S. E. corner Third & Cumberland sts.
Derry No. 144 Derry Station, Pa.	C. C., R. R. Dushane. Sec., C. S. Shaffer, box 28.	First & Third Thursdays, 8:00 p. m. and Second Sunday, 2:00 p. m. Chosen Friend's hall.
Nickle Plate No. 145, Conneaut, O.	C. C., C. E. Waterman, box 202. Sec., W. E. Bender, box 251.	Every Wednesday, G. A. R. hall, Main st.
E. A. Smith No. 146, Fitchburg, Mass.	C. C., L. P. Allen, North Adams, Mass. Sec., R. S. Johnston, 7 Milk street.	First and Third Sunday, 11:30 a. m. G. A. R. hall.
Ira C. Sherry No. 147, Easton, Pa.	C. C., T. S. Weand, 1200 Butler street. Sec. P. P. Gulick, 169 Northampton street.	First and Third Sunday, 2:00 p. m. *Masonic hall, 3d & Ferry sts.
Lookout No. 148, Chattanooga, Tenn.	C. C., W. E. Rape. Sec. and X.— H. B. Stegall , 417 Gillespie st.	First Sunday, 2:00 p. m.; Saturday be- fore Third Sunday, 7:30 p. m.
Jackson No. 149, Jackson, Tenn.	C. C., C. R. Martin, box 416. Sec. and X.— J. E. Barry , box 416.	Every Sunday, 2:00 p. m. K. of P. hall.
Kincaid No. 150, Utica, N. Y.	C. C., D. Shoemaker, 115 Whitesboro street. Sec., and X.— C. T. King , 3 Herkimer street.	Second & Fourth Sunday, 2:00 p. m. I. O. O. F. hall.
Providence No. 151, Providence, R. I.	C. C., A. R. Whaley, 50 Doyle avenue. Sec., Thomas Peckham, 143 Pleasant street.	Second and Fourth Sundays, 2:00 p. m. Weeden hall, 41 Westminster st.
Richmond No. 152, Richmond, Va.	C. C., A. J. Blanton, 2102 E. Broad street, Sec., C. D. Goodwin, 1310 Ross street.	Third Sunday, 2:00 p. m.; First Monday 10:00 a. m., I. O. O. F. hall, cor Franklin & Mayo sts.
E. D. Horn No. 153, Mauch Chunk, Pa.	C. C., J. Bretz. Sec., E. H. Blakslee, E. Mauch Chunk, Pa.	First and Third Sundays, 2:00 p. m. Odd Fellows Temple.
Binghamton No. 154, Binghamton, N. Y.	C. C., M. F. Collins, 175 Oak street. Sec., W. E. Carpenter, 274 Chenango street.	Third Sunday, 3:00 p. m. 103 Court street.
Syracuse No. 155, Syracuse, N. Y.	C. C., H. H. Darling, 206 Fitch street. Sec., Byron Hart, 212 Fitch street.	First, Third and Fifth Sundays, 4:00 p. m. Over D. L. & W. Depot.
Pennsylvania No. 156, Carbondale, Pa.	C. C., Boyd Case, box 149. Sec., W. H. Moyles.	Second and Fourth Sundays, 2:00 p. m. Mitchell's hall.
New England No. 157, Boston, Mass.	C. C., W. H. Hogue, 176 High st., Newburyp't, Mass. Sec. and X.— W. H. Mooney , 34 Merrimac st., Nashua, N. H.	Third Tuesday, 10:00 a. m. K. of H. hall, 730 Washington st.
Alexandria No. 158, Alexandria, Va.	C. C., Charles Mankin, 210 N. Patrick street, Sec., A. A. Davis, 723 Duke street.	Second and Fourth Sundays, I. O. O. F. hall.
City of Mexico No. 159, City of Mexico, Mexico.	C. C. and X.— W. C. Bradley , box 256. Sec., H. H. Greenleaf, box 256.	First and Third Saturdays, 8:30 p. m. I. O. O. F. hall, 2d Calle Independen- cia No. 3.
Wyoming Valley No. 160, Wilkesbarre, Pa.	C. C., J. Winder, 23 Wright street. Sec., J. H. Keithline, 235 South street.	First and Third Sundays, 1:30 p. m. I. O. O. F. Hall, 114 Public Square.
Parsons No. 161, Parsons, Kans.	C. C., W. K. Maxwell, box 3. Sec., D. H. Hollister.	Second and Fourth Mondays, 7:30 p. m. I. O. O. F. hall.
West Philadelphia No. 162, Philadelphia, Pa.	C. C., W. J. Maxwell, Chestnut Hill, Philadelphia. Sec., G. W. Lewis, 4128 Parrish st., W. Phila. Pa.	Alternate Sundays, commencing Oct. 13th, 2:00 p. m. Dental hall, N. E. cor 13th & Arch sts.
Oil City No. 163, Oil City, Pa.	C. C., S. Church, box 650. Sec., C. W. Stone, box 144.	First Sunday, 4:00 p. m. G. A. R. hall.
Eagle Grove No. 164, Eagle Grove, Ia.	C. C., William Winebrenner, Sec., E. G. Yoakum, box 397.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Ft. Scott No. 165, Ft. Scott, Kans.	C. C., W. H. Churchill, Webb City, Mo., lk. bx. 217. Sec., J. A. Slaight, 24 Little street.	First and Third Sunday, 2:00 p. m. A. O. U. W. hall, cor Wall & Walker sts.
Licking No. 166, Newark, Ohio.	C. C., W. H. Budd, Monroeville, O. Sec., George Busch, Jr., 63 Franklin street.	Second and Fourth Sundays, Miller hall.
Frontier City No. 167, Oswego, N. Y.	C. C., J. H. Roche, 225 W. Third street. Sec., J. B. Kintz, 51 W. Erie street.	Second and Fourth Sundays, at 4:00 p. m. Engineer's hall, N. Y. O. & W. bldg, East Oswego.
Jersey Shore No. 168, Jersey Shore, Pa.	C. C., J. T. Mullin, 821 Market street, Wmsport, Sec., W. S. Caralier, (Pa.)	First and Third Sundays, 2:00 p. m.
Neptune No. 169, Jersey City, N. J.	C. C., John B. McBurnh, 215 Pine street. Sec., J. W. Dent, 128 Pearsall avenue.	First Sunday, 2:30 p. m.; Third Sunday, 7:30 p. m. Roche's Hall, Grove & Morgan sts.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Camden No. 170. Camden, N. J.	C. C., J. W. Bodine, Madison ave., Mt. Holly, N. J. Sec., J. P. Ancker, P. R. R. depot.	First Sunday, 1:30 p. m. Third Monday, 10:30 a. m. O. R. C. hall, Front & Market street.
Thos. Dickson No. 171. Troy, N. Y.	C. C., H. A. Sewell, 19 Hudson av., Green Island. Sec., D. O. Gibbs, 244 Ninth avenue. [N. Y.]	First and Third Saturdays, 7:30 p. m. Odd Fellow's hall.
Mountain City No. 172. Altoona, Pa.	C. C., J. A. Warsing, 1914 Third avenue. Sec., J. A. List, 1200 Seventeenth street.	First Saturday, 7:30 p. m.: Third Sunday 2:30 p. m. Metcalf hall, cor Union ave and 16th st.
Long Pine No. 173. Chadron, Neb.	C. C., A. M. Wright, box 500. Sec., G. H. Benson, L. box 496.	First and Third Sundays, 9:00 a. m. Castle hall.
Greensburg No. 174. Greensburg, Pa.	C. C., J. Baughman. Sec., C. F. Keeley.	Second and Fourth Sundays, 2:00 p. m.
Memphis No. 175. Memphis, Tenn.	C. C., Z. J. Goodwin, 281 Georgia street. Sec., T. Q. Woodward, 146 Main street.	First and Third Sundays, 7:30 p. m. Second and Fourth Sundays, 2:00 p. m. K. of H. hall, 298 2d st.
Corning No. 176. Corning, N. Y.	C. C., J. D. Carlton, 295 E. Erie avenue. Sec., C. K. Lathrop, 24 E. Erie avenue.	First and Third Sundays, 2:00 p. m. Ansorge block
Alliance No. 177. Alliance, Ohio.	C. C., C. W. Garland. Sec., M. R. Mathews, box 566.	First Sunday, 1:00 p. m.: Third Tuesday 6:30 p. m. K. of P. hall, E. Main st.
Great Northern No. 178. Grand Forks, N. Dak.	C. C., J. W. Hilby, Devil's Lake, N. D. Sec., W. H. Norrie, Crookston, Minn.	First and Third Sundays, 10:00 a. m. I. O. O. F. hall, 620 Kansas ave.
Topeka No. 179. Topeka, Kans.	C. C., T. E. Byrnes, box 351. Sec., C. C. Fellows, 116 E. Eighth street.	Every Sunday, 2:00 p. m. I. O. O. F. hall, Alabama and Whitehall sts.
Atlanta No. 180. Atlanta, Ga.	C. C., D. M. Vining, 34 Pratt street. Sec., Ed. S. Fairbanks, 31 Mills street.	Second and Third Sunday. I. O. O. F. hall.
Chillicothe No. 181. Chillicothe, O.	C. C., O. T. Dewey, E. Second street. Sec., C. H. Howard, 381 E. Second street.	Alternate Mondays, commencing Jan. 6th, at 2:00 p. m. A.O.U.W. hall, Mechanic and Main sts.
Wolverine No. 182. Jackson, Mich.	C. C., James Conklin, 401 Summit avenue. Sec., A. Swidensky, 311 Oak street.	Every Monday, 9:00 a. m. B. and O. building.
Knobley No. 183. Keyser, W. Va.	C. C., W. A. De Witt. Sec., P. Mullen, Piedmont, W. Va.	Second Monday, 1:00 p. m. Fourth Monday, 8:00 p. m. Masonic hall.
Blue Ridge No. 184. Clifton Forge, Va.	C. C., C. J. Hunter. Sec., C. E. Pugh, box 85.	First and Third Sunday, 2:00 p. m. I. O. O. F. hall.
Lanier No. 185. Selma, Ala.	C. C., W. H. English, 1221 Alabama street. Sec., A. M. Sledge, 660 Parkman and Mitchell sts	Second and Fourth Sundays, 2:00 p. m. K. P. hall, 1st ave. between 19th and 20th streets.
Birmingham No. 186. Birmingham, Ala.	C. C., W. C. Rabb, 2016 Avenue G. Sec., George Lumpkin, box 757.	Second and Fourth Sundays, 2:00 p. m. P. O. S. of A hall, over Snyder & Co., Market st.
Sunbury No. 187. Sunbury, Pa.	C. C., Nelson Comp. Sec., J. B. Van Dyke.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall, cor 1st and Park st.
Stanberry No. 188. Stanberry, Mo.	C. C., Ed. Mulligan, box 256. Sec., P. C. Woods, box 433.	First and Third Tuesdays, 2:00 p. m. I. O. O. F. hall.
Frontier No. 189. Pt. Edward, Ont.	C. C., W. J. Ayers. Sec., James B. Richardson, drawer C.	First and Fourth Sunday, 2:00 p. m. Brinkman's hall.
Grafton No. 190. Grafton, W. Va.	C. C., M. H. Shields, Washington street, Sec., Z. C. Martin, box 215.	First and Third Sunday, 1:00 p. m.
Yellowstone No. 191. Glendive, Mont.	C. C., W. S. Becker, box 44. Sec., H. L. Miller, box 8.	First and Third Sunday, 1:00 p. m. K. P. hall, N. Washington st.
East Saginaw No. 192. East Saginaw, Mich.	C. C., E. C. Martin, care F. & P. M. depot. Sec., F. Cogswell, care F. & P. M. depot.	First and Third Sundays, 9:30 a. m. Odd Fellow's hall.
Lake Erie No. 193. Lorain, O.	C. C., B. N. Utterback, box 1072. Sec., M. J. Courtright.	First and Third Sundays, 2:30 p. m. Wheeler's hall.
Boothfield No. 194. Brookfield, Mo.	C. C., F. A. Ustick. Sec., C. G. Sain, L. box 406.	Second and Fourth Sunday, 7:30 p. m. Y. M. I. hall, 7th street.
Sierra Nevada No. 195. Sacramento, Cali.	C. C., G. A. Warner, 716 L. street. Sec., M. H. Murray, 1216 P street.	First and Third Sundays, 3:30 p. m. K. of P. hall, Reed bldg.
St. Johns No. 196. Jacksonville, Fla.	C. C., T. F. Kidwell, J. T. & K. R'y. Sec., G. C. Floyd.	First and Third Sunday, 9:30 a. m.; I. O. O. F. hall.
Brainerd No. 197. Duluth, Minn.	C. C., C. A. Harrison, Staples, Minn. Sec., J. C. Loomis, box 1819, Brainerd, Minn.	First Sunday, 2:00 p. m., K. of P. hall.
Holyoke No. 198. Springfield, Mass.	C. C., H. F. Davis, Chicopee Falls, Mass. Sec., A. A. Beals, The Cumberland, Holyoke, Mass	First and Third Saturdays, 8:00 p. m. K. of P. hall, W. Government st.
Pensacola No. 199. Pensacola, Fla.	C. C., J. R. Keeling, box 327. Sec., C. E. Cole, box 327.	First and Third Sundays, 2:00 p. m. Cor. Main and Webster sts.
Bradford No. 200. Bradford, Pa.	C. C., E. Langworthy, Wellsville, N. Y. Sec., W. T. Bogart, 33 Jefferson street,	First Tuesday, 1:00 p. m.: 2d and 4th Monday 7:00 p. m. Christian's hall
McKees Rocks No. 201. Chartiers, Pa.	C. C., J. W. Wright, box 407. Sec., D. H. Speer, box 407.	Second and Fourth Saturdays, 7:30 p. m. I. O. O. F. hall, cor Ellis and Jackson sts.
Augusta No. 202. Augusta, Ga.	C. C., H. E. Glover. Sec., J. A. Hobbs, Covington, Ga	McKay's hall, Inglis st.
Howe No. 203. Trenton, N. S.	C. C., W. J. Dickson. Sec., William McClafferty, box 110	Alternate Sundays, commencing Jan. 12th, 1890, at 2:00 p. m. Dental hall, N. W. cor 13th and Arch sts
Quaker City No. 204. Philadelphia, Pa.	C. C., T. W. McVeigh, 420 Market street. Sec., E. Forrest McVeigh, 413 Wetherell street.	First and Second Thursdays, Brampton hall.
R. I. Lee No. 205. Norfolk, Va.	C. C., J. W. Baylor, 15 Willoughby av., E. Norfolk, Va Sec., and X. C. B. Armes, box 42 Crewe, Va.	

NAME. NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Lincoln No. 206, Springfield, Ills.	C. C., W. P. Sheehan, 1211 E. Cook street. Sec., F. G. Schmitt, 1112 E. Monroe street.	Second and Fourth Sundays, at 9:00 a. m. K. of P. hall, cor 5th and Monroe sts.
Butler No. 207, Butler, Ind.	C. C., M. Garrison. Sec., J. M. Williams, box 307	Second & 4th Sundays, at 9:00 a. m. First and 3d Mondays at 7:00 p. m.
Palmetto No. 208, Charleston, S. C.	C. C., J. P. Russell. Sec. and X.— W. H. Evans , Charleston hotel.	First Friday and Third Saturday, at 12:00 m.
Pocatello No. 209, Pocatello, Idaho.	C. C., R. Hunter. Sec., J. T. Woods.	Every Sunday, 2:00 p. m. Masonic hall.
Stonewall Jackson No. 210, Roanoke, Va.	C. C., W. C. Butler, care N. & W. R. R. Sec., J. F. Drish, 38 Fourth avenue, N. E.	First, Second and Fourth Sundays, at 2:00 p. m. I. O. O. F. hall.
Stevens Point No. 211, Stevens Point, Wis.	C. C., E. Hamilton, Kirby House, Milwaukee, Wis. Sec., and X.— C. B. Baker , box 414.	First and Third Sundays, 2:00 p. m. Good Templars hall.
Slater No. 212, Slater, Mo.	C. C., W. H. Watson, box 375. Sec., I. M. Rilea, box 94.	First and Third Mondays, 3:00 p. m. Masonic hall, cor Main and Emma sts.
Barker No. 213, Michigan City, Ind.	C. C., Ed. F. Ryan. Sec., W. C. Bush, box 320.	Meets alternate Sundays, 2:00 p. m. Commencing March 1, I. O. O. F. hall, cor. Mich. and Franklin sts.
Bartlett No. 214, Moncton, N. B.	C. C., W. M. Thompson. Sec., J. Casey.	Every Sunday, 2:00 p. m. Pythian hall.
Columbia No. 215, Columbia, S. C.	C. C., O. E. Hughes, R. & D. R'y. Sec., B. F. Turner.	Second and Fourth Sundays K. of P. hall, Opera House bldg.
Ottumwa No. 216, Ottumwa, Ia.	C. C., John Tombs 624 E. Main street. Sec., D. C. DuBois, Lamborn street.	Second and Fourth Mondays, 7:30 p. m. K. of P. hall, cor. Main and Green sts.
Temple No. 217, Temple, Tex.	C. C., Frank Fink, box 55. Sec., H. E. Leonard.	Every Monday, at 8:00 p. m. K. of P. hall.
Savannah No. 218, Savannah, Ga.	C. C., W. H. Wright, care Pulaski House. Sec., C. T. DeGraffenried, care C. R'y Wadley, Ga.	Second Sunday, 2:00 p. m. I. O. O. F. hall, Union st.
New Brunswick, No. 219, St. John, N. B.	C. C., E. W. Cassidy, 53 Winter street. Sec., F. J. McPeake, St. John street, West Side.	First and Third Sundays.
Fremont No. 220, Fremont, Nebr.	C. C., W. P. Foote. Sec., D. Gannon.	First and Third Sundays, 2:00 p. m. Masonic hall.
Charlotte No. 221, Charlotte, N. C.	C. C., H. P. Johnson, Central hotel. Sec., C. S. Morrison, 703 North Graham street.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall, Second st.
Illinois Valley No. 222, Ft. Madison, Ia.	C. C., C. A. Holden, 223 N. Clark street. Sec., F. W. Kimball, 309 S. Central av., Austin, Ill.	Second and Fourth Wednesdays O. R. C. hall.
Algoma No. 223, Chapleau, Ont.	C. C., F. Hartley. Sec., H. L. Nicholson.	First and Third Sundays.
Wilmington No. 224, Wilmington, Del.	C. C., F. J. Boylan, 119 Linden street. Sec., Wilson Pierce, box 131, Delmar, Del.	515 Shipley st.
Steuben No. 225, Hornellsville, N. Y.	C. C., A. J. Loftus, 41 Erie avenue. Sec., W. E. Curtis, 4 E. Washington street.	Second and Fourth Sundays, 3:00 p. m. E. O. M. A. hall, Bank of Hornellsville block.
Horton No. 226, Horton, Kans.	C. C., C. A. Ransom, lock box 564. Sec., D. S. Capron, L. box 564.	Second and Fourth Sundays, 1:00 p. m. Donnellys hall.
Claude Champion No. 227, Lincoln, Nebr.	C. C., T. J. Lyon, 1108 T street. Sec., O. S. Ward, 1035 N street.	First and Third Sundays, 3:00 p. m. A. O. U. W. hall, 1116 O st.
Belle Plaine No. 228, Belle Plaine, Ia.	C. C., J. Speer. Sec., G. H. Swinney, box 173.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall.
Nicolls No. 229, Reading, Pa.	C. C., Louis A. Nieman, 24 S. Second street. Sec., J. M. Bryan, 25 S. Front street.	Third Sunday, 10:00 a. m. Breiser's hall, 8th and Penn sts.
Rome No. 230, Rome, Ga.	C. C., S. T. Cantrell. Sec., C. M. Fouchi.	Second and Fourth Sundays, 2:00 p. m. Broad street.
Vicksburg No. 231, Vicksburg, Miss.	C. C., I. T. Savage, care L. N. O. & T. Ry. Sec., A. L. Jaquith, 207 Walnut street.	Every Sunday, 2:00 p. m.
Sioux City No. 232, Sioux City, Ia.	C. C., E. Fraser, 512 Eleventh street. Sec., W. W. Flack, 3221 Jackson street.	First and Third Sundays, 2:30 p. m. I. O. O. F. hall.
Bellows Falls No. 233, Bellows Falls, Vt.	C. C., Sec., W. H. Kiniry, box 935.	Second Sunday, 2:00 p. m.; Fourth Saturday, 7:30 p. m. G. A. R. hall.
Berkeley No. 234, Martinsburg, W. Va.	C. C., E. Caskey. Sec., G. V. Rathmann, box 108.	Every Monday, 9:00 a. m. Peoples Nat'l Bank bldg.
Freeport No. 235, Freeport, Ill.	C. C., Thos. J. Foley, 62 Winneshiek street. Sec. and X.— William Delaney , 94 Winslow st.	Second and Fourth Sundays, 2:30 p. m. K. of P. hall.
St. Cloud No. 236, St. Cloud, Minn.	C. C., J. H. Smith, box 279. Sec., W. S. Roath, box 1196.	Second and Fourth Mondays, 7:30 p. m.
Worcester No. 237, Worcester, Mass.	C. C., H. M. Pressey, care B. & A. R. R. Sec., D. W. Parkhurst, Blackstone st. freight office.	Second and Fourth Sundays, 11:00 a. m. Castle hall.
Sheridan No. 238, Chillicothe, Mo.	C. C., C. J. Blanchard. Sec., H. S. Earll, L. box 76.	First Monday, 1:30 p. m.; Third Sunday, 9:00 a. m. I. O. O. F. hall.
Lexington No. 239, Lexington, Ky.	C. C., W. M. Bailey, Morehead. Ky. Sec., H. F. Given, box 367.	First and Third Sunday, 1:30 p. m. Odd Fellows hall.
Hiawatha No. 240, Marquette, Mich.	C. C., T. Holden, First National Bank Building. Sec., Wm. Sims, 134 Hewitt ave.	Second Sunday, 2:00 p. m. Fourth Sunday, 7:00 p. m.
DeSoto No. 241, DeSoto, Mo.	C. C., S. S. Johns. Sec., A. A. Corneau.	First and Third Sundays, 7:00 p. m.
Nipissing No. 242, North Bay, Ont.	C. C., Harry Hughes, box 45. Sec., H. A. Washburn, box 30.	Second and Fourth Wednesday.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Helena No. 243. Helena, Mont.	C. C. & X.—C. M. Smedaker, care N. P. Ry. Sec., Geo. Hall, box 797. [Missoula, Mont.]	First and Third Sundays, 1:00 p. m. I. O. O. F. hall.
Pike's Peak No. 244. Colorado Springs, Colo.	C. C., E. C. Morand, Colorado City, care C. M. Ry. Sec., J. W. Wilkey, 326 South Nevada street.	First and Third Sundays, 2:00 p. m.
Winfield No. 245. Winfield, Kans.	C. C., J. H. Towne, Doane Block. Sec., J. A. Sterling, Arkansas City, Kan., Care Fifth Avenue Hotel.	
John McConiff No. 246. Wymore, Nebr.	C. C., Sec., George O. Hockett.	First and Second Sundays, 2:30 p. m. Masonic hall
Fishers Peak No. 247. Trinidad, Colo.	C. C., W. E. Gorman, L. box 68. Sec., T. F. Kelter.	First and Third Sundays. K. P. hall.
Tuscumbia No. 248. Tuscumbia, Ala.	C. C., J. P. Graham, Florence, Ala. Sec., S. A. McFarland.	First and Third Sundays, 7:30 p. m. Second and Fourth Sundays, 2:30 p. m. K. P. hall.
Mt. Tacoma No. 249. Tacoma, Washington.	C. C., J. S. Page, 1407 Pacific avenue. Sec., W. H. Mixer.	Second and Fourth Sundays, 1:00 p. m. Masonic hall.
Twin City No. 250. Bristol, Tenn.	C. C., M. C. Savage, box 136. Sec., G. W. Ellis, box 135.	Second and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 251. Pine Bluff, Ark.	C. C., J. H. Neimeyer, 1109 Third avenue. Sec., T. O. Cooke, care Tremont Hotel.	
Holy Cross No. 252. Leadville, Colo.	C. C., R. C. Bowdish. Sec., D. F. McPherson, cor. W. 6th st. & Leiter av.	First and third Sundays. K. P. hall, 127 E. Fifth st.
Gogebic No. 253. Ashland, Wis.	C. C., Ed. Cleary, Antigo, Wis. Sec., J. B. Carlin, 306 Second avenue, E.	Commencing Sept. 14th, 1890, will meet alternate Sundays at 10:00 a. m.
Clover Leaf No. 254. Frankfort, Ind.	C. C., Wm. Businger. Sec., C. A. Howard.	Meets Second & Fourth Sundays. Good Templars Hall.
Mountain No. 255. Medicine Hat, N. W. T.	C. C., G. A. Cunliffe. Sec., J. N. Rankin.	
San Gabriel No. 256. Taylor, Texas.	C. C., F. G. McDaniel. Sec., Jas. Anderson.	
Herington No. 257. Herington, Kans.	C. C., J. B. Call, Salina, Kans. Sec., W. H. Thomas, lock box 43.	
Aberdeen No. 258. Aberdeen, N. Dak.	C. C., J. M. Robinson. Sec., E. H. Branch.	
Wabash No. 260. Forrest, Ills.	C. C., T. C. Broderick, 4455 School st. Chicago, Ill. Sec., H. Brennan, box 301.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
Red River No. 262. Gainesville, Texas.	C. C., D. R. Shull, care Windsor Hotel. Sec., J. B. Conlisk.	First and third Sundays, 8:00 p. m. K. of P. Hall.
Cumberland No. 263. Cumberland, Md.	C. C., D. R. Shull, care Windsor Hotel. Sec., W. W. Dunlap, 38 Hanover street.	Every Sunday, 9:00 a. m. I. O. O. F. Hall.
Raleigh No. 264. Raleigh, N. C.	C. C., C. B. Guthrie, box 309, Greensboro, N. C. Sec., J. T. Busby, 104 W. Harget street.	Second and fourth Sundays, 2:00 p. m. Odd Fellows' Hall.
Chanute No. 265. Chanute, Kan.	C. C., E. A. Taylor, box 84. Sec., P. Farrell, box 242.	Second Sunday, 12:30 p. m.; 4th Sun- day, 7:30 p. m. Masonic Hall.
Terminal City No. 267. Vancouver, B. C.	C. C., G. F. Risteen. Sec., J. W. Stewart.	Second Sunday.

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Helena No. 243, Helena, Mont.	C. C., C. E. Snedaker, care Cosmopolitan hotel. Sec., Geo. Hall, box 797.	First and Third Sundays, 1:00 p. m. I. O. O. F. hall.
Pike's Peak No. 244, Colorado Springs, Colo.	C. C., E. C. Morand, Colorado City, care C. M. Ry. Sec., J. W. Wilkey, 326 South Nevada street.	First and Third Sundays, 2:00 p. m.
Winfield No. 245, Winfield, Kans.	C. C., J. H. Towne, Doane Block. Sec., J. A. Sterling, Mo. Pac. depot.	
John McConiff No. 246, Wymore, Nebr.	C. C., Sec., George O. Hockett.	First and Second Sundays, 2:30 p. m. Masonic hall.
Fishers Peak No. 247, Trinidad, Colo.	C. C., W. E. Gorman, L. box 68. Sec., T. F. Kelter.	First and Third Sundays. K. P. hall.
Tuscumbia No. 248, Tuscumbia, Ala.	C. C., J. P. Graham, Florence, Ala. Sec., S. A. McFarland.	First and Third Sundays, 7:30 p. m. Second and Fourth Sundays, 2:30 p. m. K. P. hall.
Mt. Tacoma No. 249, Tacoma, Washington.	C. C., J. S. Page, 1407 Pacific avenue. Sec., W. H. Mixer.	Second and Fourth Sundays, 1:00 p. m. Masonic hall.
Twin City No. 250, Bristol, Tenn.	C. C., M. C. Savage, box 136. Sec., G. W. Ellis, box 135.	Second and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 251, Pine Bluff, Ark.	C. C., J. H. Neimeyer, 1109 Third avenue. Sec., W. C. Hazeltine, 503 Alabama street.	
Holy Cross No. 252, Leadville, Colo.	C. C., R. C. Bowdish. Sec., D. F. McPherson, 219 W. Seventh street.	Second and Fourth Sundays. K. P. hall, 127 E. Fifth st.
Gogebic No. 253, Ashland, Wis.	C. C., Ed. Cleary, Antigo, Wis. Sec., J. B. Carlin, 306 Second avenue, E.	Commencing Sept. 14th, 1890, will meet alternate Sundays at 10:00 a. m.
Clover Leaf No. 254, Frankfort, Ind.	C. C., Wm. Businger, Sec., C. A. Howard.	Meets Second & Fourth Sundays. Good Templars Hall.
Mountain No. 255, Medicine Hat, N. W. T.	C. C., G. A. Cunliffe. Sec., J. N. Rankin.	
San Gabriel No. 256, Taylor, Texas.	C. C., F. G. McDaniel. Sec., Jas. Anderson.	
Herington No. 257, Herington, Kans.	C. C., J. B. Call, Salina, Kans. Sec., W. H. Thomas, lock box 43.	

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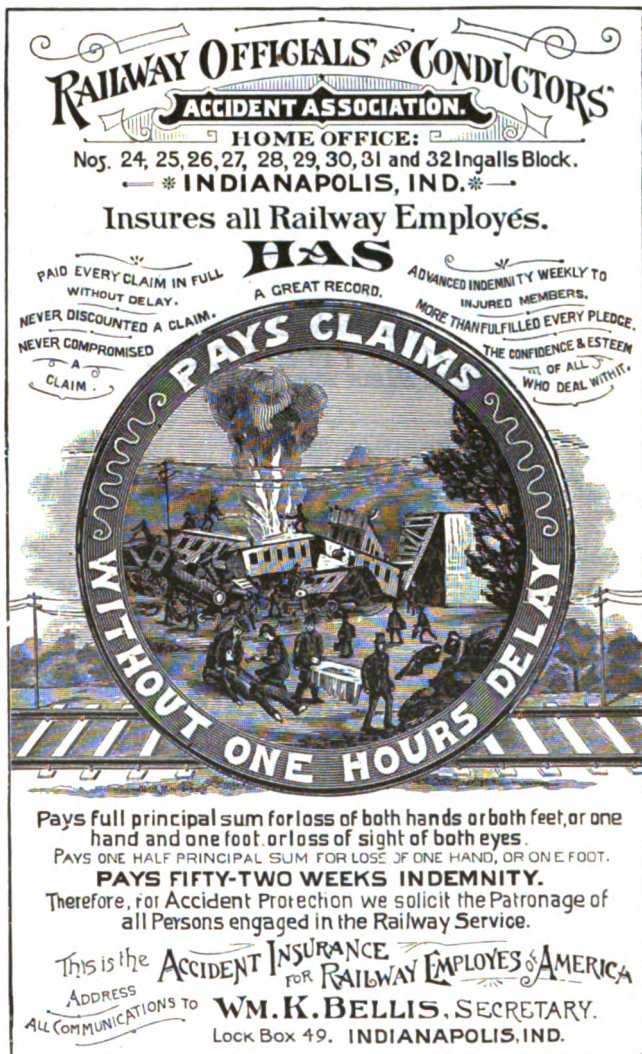
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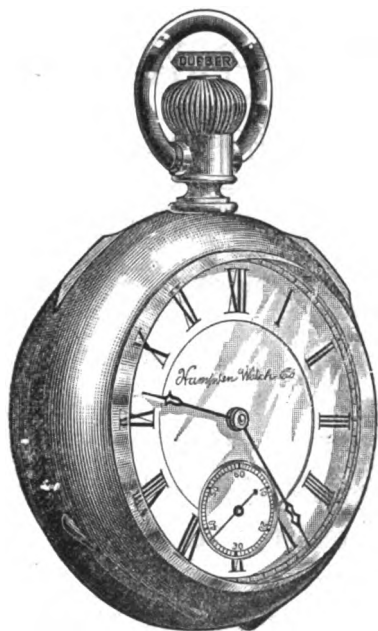
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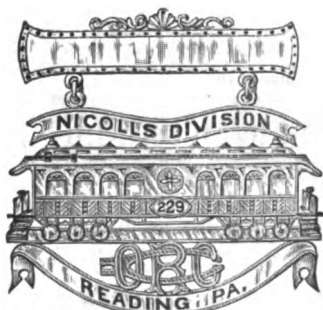
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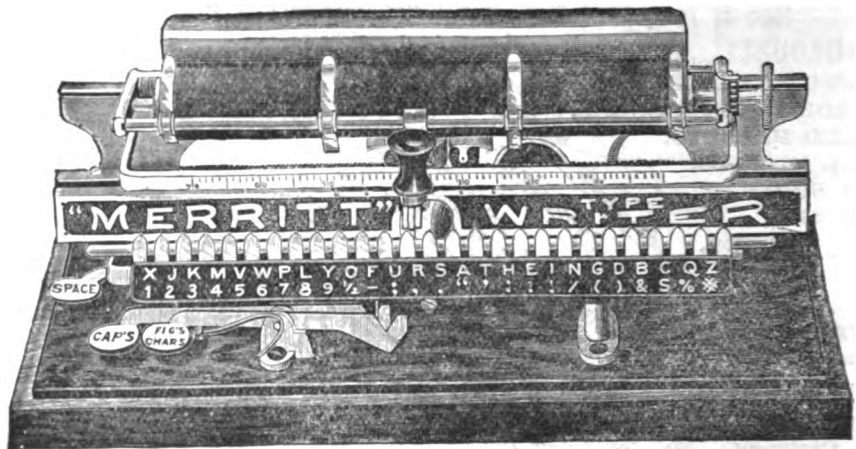
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